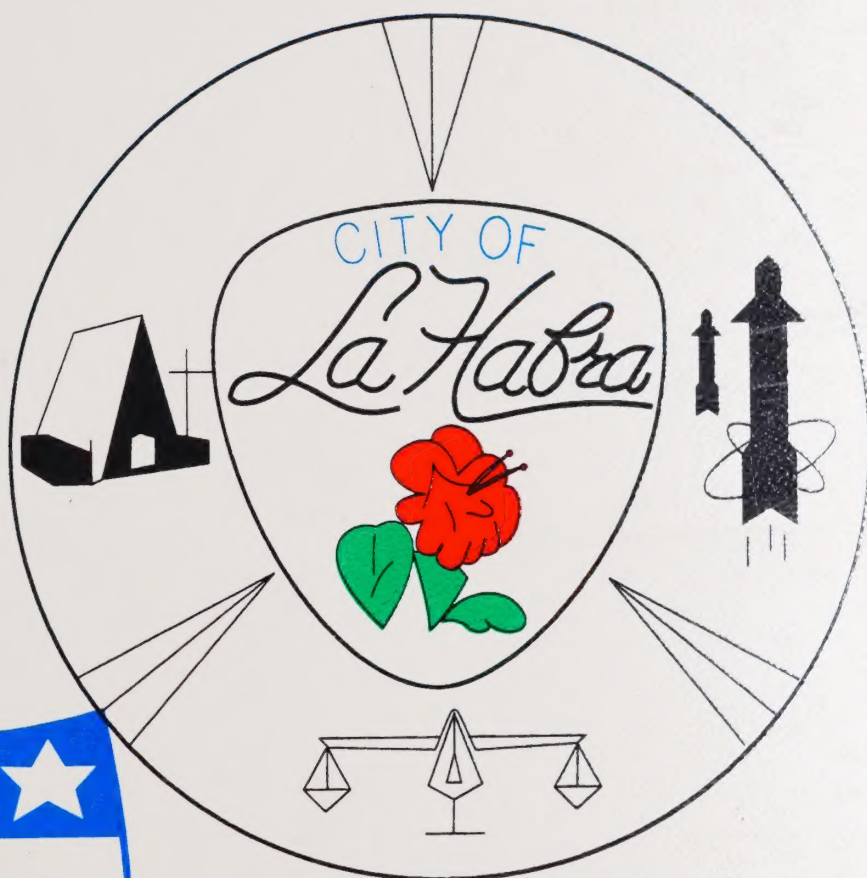



The La Habra General Plan 2020



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LA HABRA 2020 GENERAL PLAN

CITY OF LA HABRA

Adopted by Resolution No.3961

July 31,1990

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ACKNOWLEDGEMENTS

The General Plan 2020 was prepared by the City of La Habra Planning Department with the assistance of a consultant, Claire Associates, Inc., 405 Via Corta, Palos Verdes Estates, California.

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A Community General Plan Advisory Committee was appointed by the City Council to assist in the preparation of the General Plan 2020. Their commitment and participation led to the gradual development of this Plan.

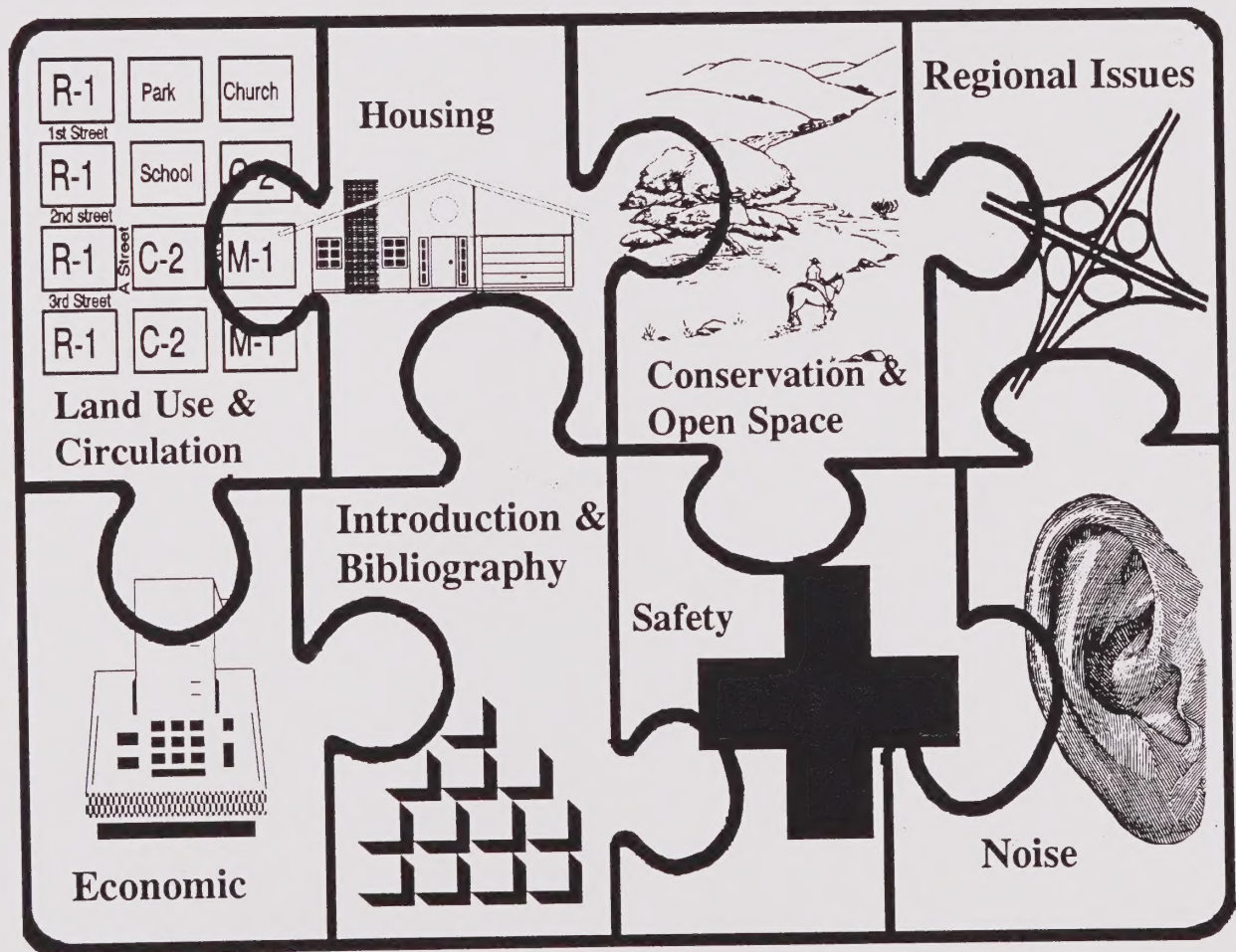
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Background Report



La Habra General Plan 2020



Environmental Management Plan
Background Report

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PART 1

**NATURAL ENVIRONMENT
BACKGROUND REPORT**

Preliminary Data, Analysis & Policy Direction for
Open Space and Conservation Issues.

I. INTRODUCTION**Role of the Background Report**

Usually it is not possible for smaller communities such as La Habra to have major control or responsibility for conservation of open space and natural resources on a large scale. This is usually left to larger governmental entities such as counties, regional council of governments (such as SCAG) or the State. The City because of its location and size is, therefore, somewhat subject to the policies and actions of these larger agencies in conservation matters on the regional and state level.

The role of this document is to provide the necessary background data regarding the conservation and urban open space issues in La Habra and the relationship of these issues to the regional plans. These issues revolve around the conservation and use of the flood control facilities and channels, railroad right of ways, and for development and maintenance of public facilities to meet community recreational and urban open space needs.

State Guidelines and Requirements for Open Space Element

Government Code Section 65302(e) requires that each general plan shall include an open-space element which shall be consistent with the requirements established in code sections 65560 to 65567 of the Governmental Code and section 5076 of the Public Resources Code. The mandatory issues which must be addressed include the following:

*** Open space for the preservation of natural resources including but not limited to:**

1. Areas required for the preservation of plant and animal life including habitat for fish and wildlife.
2. Areas required for ecologic and other scientific study.
3. Rivers, streams, bays and estuaries.
4. Coastal beaches, lakeshores, banks of rivers and streams, and watershed.

*** Open space used for the managed production of resources, including but not limited to:**

1. Forest lands, rangeland, agricultural lands and areas of economic importance for the production of food or fiber.
2. Areas required for the recharge of water basins.
3. Bays, estuaries, marshes, rivers and streams which are important for the management of commercial fisheries.
4. Areas containing major mineral deposits, including those in short supply.

*** Open space for outdoor recreation, including but not limited to:**

1. Areas of outstanding scenic, historic and cultural value.
2. Areas particularly suited for park and recreation purposes, including access to lakeshores, beaches, and rivers and streams.
3. Areas which serve as links between major recreation and open-space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors.

*** Open space for public health and safety, including but not limited to:**

1. Areas that require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, flood plains, watersheds, areas presenting high fire risks, areas required for the protection of water quality and water reservoirs and areas required for the protection and enhancement of air quality.
2. Demand for trail-oriented recreational use.
3. The feasibility of integrating city and county trail routes with appropriate segments of the California Recreational Trails System.

State Guidelines and Requirements for the Conservation Element

Government Code Section 65302(d) requires the general plan to include a conservation element for the conservation, development, and utilization of natural resources. To the extent applicable, the following issues must be addressed:

Water and its hydraulic forces
Forests
Soils
Rivers and other waters
Harbors
Fisheries
Wildlife
Minerals
Other natural resources

Additionally, that portion of the conservation element including waters shall be developed in coordination with any county-wide water agency and with all district and city agencies which have developed, served, controlled or conserved water for any purpose for the city and county for which the plan is prepared.

Relationship to other General Plan Components

The open space and conservation issues are also addressed in the Land Use/Circulation, Health and Safety, Noise and Regional Element for Air Quality and Growth Management, of this General Plan.

LAND USE/CIRCULATION

This component of the Community Development Plan, address open space and conservation by designating locations of these resources that are best maintained and preserves other areas for opportunities for conservation. Alternative usage of railroad right-of-ways and water channels are also addressed to enhance existing facilities or to develop upon abandonment.

REGIONAL ELEMENT - AIR QUALITY

The 1989 Air Quality Management Plan (AQMP) identifies a comprehensive control program that would lead the South Coast Air Basin into compliance with all federal and state air quality standards by the year 2007. The General Plan Regional Air Quality Element outlines the control measures that are needed to attain clean air standards and the City's role in participating and assisting in this attainment.

HEALTH AND SAFETY

The Public Health and Safety component of the Environmental Management Plan, addresses goals and policies for conservation of natural and man made resources including that of water and public facilities.

Use of La Habra's Natural Environment Element

Since several of the services and facilities covered by this element are not operated by the City, an important part of implementing this component over the planning horizon will be strong coordination between City and the provider of the service at a sub-regional or regional level. A number of special districts, governmental agencies, and businesses provide facilities and services to residents and businesses in the community. These include agencies such as California Domestic Water Service and Metropolitan Water District (domestic water), County Sanitation District No. 3 (sewage treatment), Orange County Integrated Waste Management Department (solid waste disposal) and private contractors (solid waste collection).

II. EXISTING CONDITIONS AND TRENDS

A. OPEN SPACE

Open space can be defined in a number of different ways, as people have different views on what constitutes open space. For the purpose of this plan open space is defined as:

Land and water areas of large and small sizes planned to be retained in low intensity uses, requiring minimal improvement and usually not involving structures where the purpose is to keep these areas visually open in contrast to development.

Open space can be used in a variety of ways. The state identifies a number of mandatory topics which must be addressed in regards to open space issues. These mandatory issues have been divided into four topic groups as recommended by the State General Plan Guidelines. These topic groups are: Natural Resources, Resource Management, Outdoor Recreation, and Public Safety. In addition to these mandatory areas one additional topic area is discussed in this Plan, Open Space for Aesthetics.

Open Space for Aesthetics

La Habra is within a highly urbanized area. There is a desire by the community to provide open space areas which provide visual breaks between structures and streets. To this end, a number of zoning regulation have been established over the years which require minimum amounts of open space for both usable yard areas and landscaping buffers.

All commercial and industrial zoned properties are required to maintain a ten foot setback area along all street frontages. That ten foot area is further required to be landscaped utilizing earthen berms and trees. There are approximately 21 miles of commercial street frontage at 10 feet wide for a total of 25.7 acres of area and 8.2 miles of industrial frontage at 10 foot wide for 9.94 acres of open landscape area.

In single family residential areas of the City the front setbacks which must be maintained as open yard areas range from 20 feet to 25 feet. Also all lots must maintain a minimum of 1,000 square feet of usable yard area. Thus the vast majority of the land in single family zoned property is devoted to open space. Assuming an average of 20 foot setback for all the single family residential street frontages (435.89 miles of street) provides an additional 1056.70 acres of open space. There are 10,500 single family lots in the City, assuming that they all meet the 1,000 sq.ft. usable yard area requirement, there would be 241.046 acres of open space provided. Thus a total of 1297.746 acres of open space exists within single family neighborhoods within the City.

Properties in multi-family zones have front setbacks which range from 10 to 20 feet maximum and lot coverage requirements which range from 35% to 40%, with a 1,000 square foot open space per lot minimum. Assuming an average front setback of 15 feet along 20.71 miles of street frontage, there are 37.654 acres of open space provided. With 380 multi-family lots with a minimum of 1,000 sq.ft. each, 8.723 acres are provided. Thus a total of 46.377 acres (minimum) of open space are provided within multi-family zones in the City.

In addition to these zoning requirements there are public parkways which average 10 feet in width along each side of the approximately 243 mile of street which exist in the City. These parkways provide roughly 589.090 acres of open space which consists of landscaped buffer and walkways.

Table EMP-1

Open Space for Aesthetics	
Commercial/Industrial	35.65 acres
Residential	
Single Family	1,297.746 acres
Multi-Family	46.377 acres
Parkways	589.090 acres

These areas, though not traditionally

thought of as open space since the land is primarily in private ownership does provide 1,968.863 acres of open space area (43% of the total area of the City) (Table EMP-1). This resource enhances the overall aesthetics and well being of the community. Also, the zoning standards established by the City regarding setbacks and yard areas ensure that the vast majority of this area will remain as open space.

Open Space for the Preservation of Natural Resources.

Natural resources include: areas required for the preservation of plant and animal life including habitat for fish and wildlife; areas required for ecologic and other scientific study; rivers, streams, bays and estuaries; and beaches, lakeshores, banks of rivers and streams, and watershed.

The regional Open Space and Conservation Plan prepared by the Southern California Association of Governments (SCAG), includes a series of maps which identifies the locations of endangered species and natural resources within the region. These maps indicate no endangered species or natural resources within the La Habra planning area and lists the vegetation type as "urban and cultivated" for the entire planning area including the West Coyote Hills. There has been no other indication that the City harbors any endangered species or significant biological resources.

The only water related natural resources in the planning area are the Coyote Creek and La Mirada Creek. La Mirada Creek is an open channel which is still in its natural state. Coyote Creek has three branches within the City. This channel is part open and natural and in other parts improved with a concrete line and underground pipe system. The City Council historically maintains a policy of conserving the "natural state" of the Coyote Creek where it passes through Vista Grande Park. The Orange County General Plan Conservation and Open Space Plan identifies the main branch of the channel as an Open Space, Conservation and Scenic Corridor. The open channels provide approximately 42.00 acres of open space within the planning area.

Open Space for Resource Management.

The list of natural resources which must be managed include: forest lands, range lands, agricultural lands and areas for the production of food or fiber; areas required for the recharge of ground water basins; bays, estuaries, marshes, rivers and streams which are important for the management of commercial fisheries; and areas containing mineral deposits.

The residential urbanized City has no significant natural resources within the planning area that would include forests, agricultural lands rivers and lakes. The only water related use which would be similar to the above mentioned list are two man made water reservoirs which exist within the planning area. These reservoirs, which total 6.574 acres in area, are designated as open space by this plan.

The only natural resource item on this list which does need to be considered in regards to La Habra is the mineral deposits located in the large oil field known as West Coyote Hills which exists within the City. The oil extractive operation is controlled by the Chevron USA Company, who is the owner of the property.

The extraction process for oil does not require vast amounts of open space at the surface level. Oil drilling in a large field can be carried out by means of directional drilling from centralized location. Thus there is no need to designate any large open space areas specifically for the management of this resource.

Open Space for Outdoor Recreation.

Outdoor Recreation as defined in the State guidelines includes but is not limited to: Areas of outstanding scenic, historic and cultural value; areas particularly suited for park and recreation purposes; and areas which serves as links between major recreation and open space reservations including utility easements, banks of rivers and streams, trails and scenic highway corridors.

The National Recreation and Park Association (NPRA) publishes standards for both park sizes and facility. While broad, generalized standards, such as those devised by NPRA, provide benchmarks for needs assessments, each city must tailor those standards to local needs and requirements.

Other factors in determining park standards, need to be taken into consideration. In La Habra, for example, parks are classified by actual usage and not on a size criteria. The NPRA recommends a minimum of 5 acres for a neighborhood park and La Habra's Neighborhood parks average 3 acres ranging in size from 1 to 5 acres. This size variation is a result of a number of factors including: actual need and availability of other recreational facilities which are utilized on a regional basis, such as regional and national parks, and the Pacific Ocean beaches which are easily accessible by both public and private transportation (i.e., public transit service is available from La Habra to Huntington Beach via Euclid St.).

The City of La Habra has a wide range of open space opportunities. The City has provided for the public open space needs of the local community with approximately twenty public parks. At the present time a total of 91.73 collective acres of land within the planning area is developed with public parks and an additional 25.32 acres is proposed for future parks, (2.6 acres of land has already been acquired for these future parks). The City's parks both existing and proposed, as shown on Figure EMP-1 can be grouped into three specific categories: Mini parks, Neighborhood parks and Community parks.

Mini parks are defined, by this plan, as special use facilities which are less than 1 acre in size. They have no formal recreational facilities and are designed to provide "passive open space". There are currently 6 existing mini parks in the planning area with 2 proposed to be added by 2020. (See Table EMP-2 & 3).

Neighborhood Parks are within walking distance of homes, they are planned primarily for young children and family groups. The plan provides 11 Neighborhood parks, 9 of which currently exist.

Community parks serve several neighborhoods and have a wide range of indoor and outdoor recreation opportunities. Planned primarily for young people and adults, these parks also include facilities for younger children and also serve as neighborhood parks for families in the vicinity. There are 6 such Community parks within the planning area.

This General Plan 2020 also includes within the categories of public parks the policy of maintaining when feasible, the natural resources of its parks. For example, it is a goal to retain an area upon development of the West Coyote Hills, as a "urban forest" enhancing the natural topography of the area to be enjoyed by the general public. This "special use" type of park would compliment existing community parks such as Vista Grande and Estelli that have the open natural channel transverse the area, creating a wilderness-like environment. Another goal of the City to provide recreational opportunities, is to encourage and stimulate the private sector to provide upon development, open space recreational facilities such as a golf course, tennis courts and swimming pools.

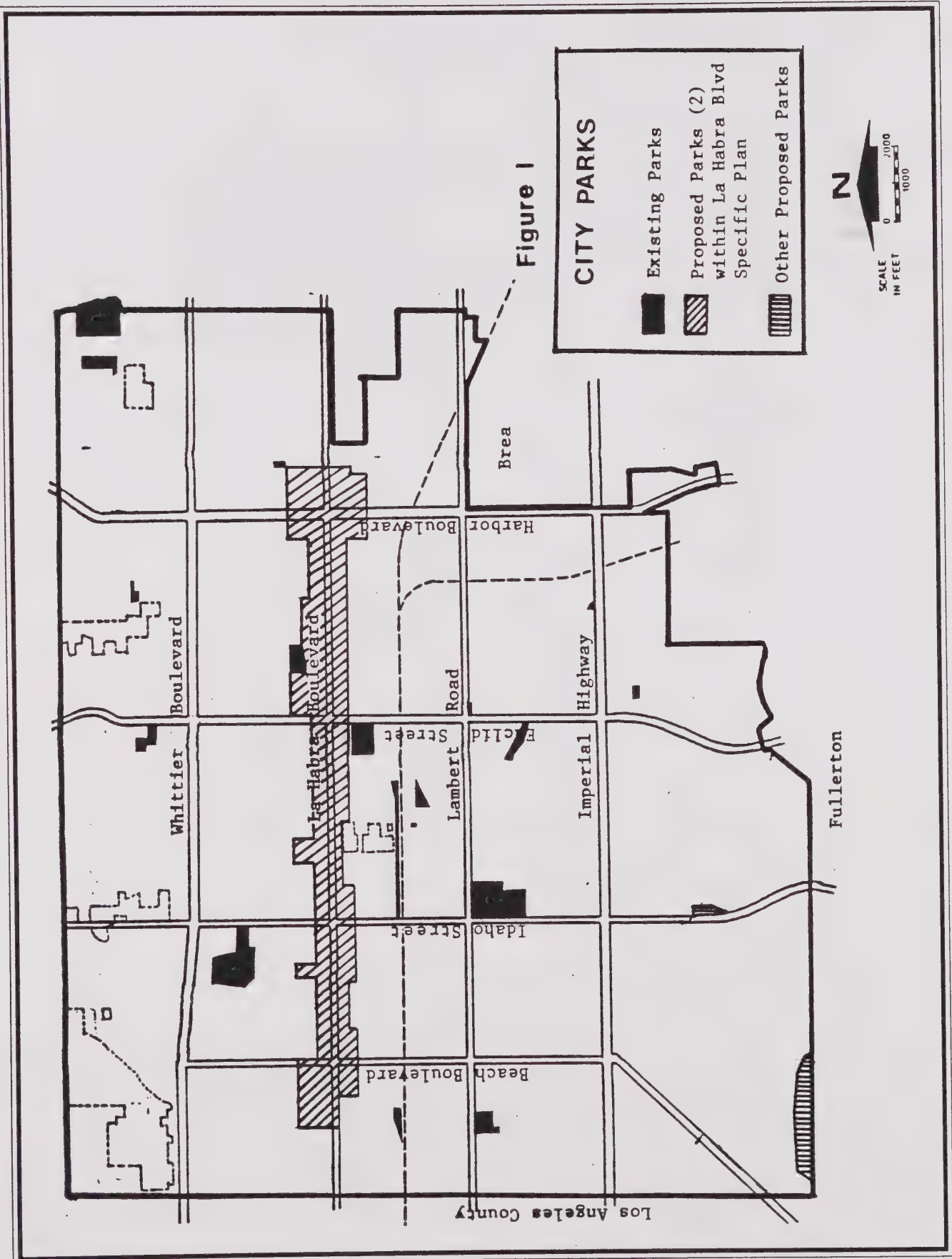


Table EMP-2

Existing City Parks			
NAME of PARK	YEAR Developed	SIZE in Acres	TYPE
El Centro	1948	4.22	Community
La Bonita	1960	22.54	Community
Vista Grande	1960	17.56	Community
Oeste	1965	3.84	Neighborhood
Las Lomas	1968	2.24	Neighborhood
Loma Norte	1968	4.70	Neighborhood
Descanso	1972	.87	Mini Park
Guadalupe	1972	4.34	Neighborhood
Loma Verde	1972	1.67	Neighborhood
Estelli	1975	10.62	Community
Portola	1975	10.26	Community
Terraza	1976	2.53	Neighborhood
Old Reservoir	1977	1.19	Neighborhood
Richard's	1978	.16	Mini Park
Montwood	1980	.594	Neighborhood
Old Settlers Park	1983	.068	Mini Park
San Miguel De Allende	1984	3.00	Neighborhood
Constitution Plaza	1988	.80	Mini Park
Corona(private)		.18	Mini Park
Leslie Park	1990	.35	Mini Park
TOTAL		91.732	

Table EMP-3

Proposed Parks			
Proposed Park (Locations)	Approx. Date	Proposed Size	Type
La Habra Blvd(East) (Specific Plan Area)	1992	.16	Mini Park
La Habra Blvd(West) (Specific Plan Area)	1993	.16	Mini Park
West Coyote Hills (Chevron site - east) Guadalupe Park Extension	1992	5.8 #	Neighborhood
(Idaho St. & RR)	1995	2.6 *	Neighborhood
West Coyote Hills Cheveron site southwest)	1995	16.3 #	Community
Total		25.32	

* Land owned by City.

Total areas which may be required upon submittal of a specific plan for the development of West Coyote Hills.

Other recreational opportunities are located outside of the City planning area. The City does not exist in a vacuum, it is part of a larger metropolitan area which provides a number of other recreational facilities. While the City only has control of the area within its planning jurisdiction, consideration should be made for the other facilities in adjacent communities which are used by La Habra's residents, as La Habra's parks are shared with residents of adjacent cities. For example, the residents in La Habra who live in the Coyote Hills area south of Imperial Highway may utilize the facilities at Laguna Lake Park in the City of Fullerton, which is within walking distance of their homes. In this manner, the park functions as a neighborhood park for La Habra residents though it is located in the City of Fullerton. Likewise Estelli Park, which is located on La Habra's eastern border is utilized as a neighborhood park by the residents of Brea who live in neighborhoods within walking distance.

There are more than 41 outdoor recreational facilities within a three mile radius of the City which are available to the residents of La Habra. These facilities include both public and private uses. The public facilities consist of regional parks which are provided in part by La Habra tax dollars but administered by other authorities.

Within 1 mile of La Habra's boundaries there are at least 6 facilities that can be utilized by the Citizens of La Habra, they include:

- Hacienda Golf Club - La Habra Heights
- Ralph B. Clark Regional Park- Fullerton & Buena Park
- Coyote Hills Country Club - Buena Park
- Laguna Lake Park - Fullerton
- Fullerton Golf Course - Fullerton
- Brea Golf Course - Brea

Within 2 miles there are 4 facilities which can be utilized by La Habra's citizens, they are:

- Friendly Hills Country Club - Whittier
- La Mirada Golf Course - La Mirada
- La Mirada Regional Park - La Mirada
- Big Tee Golf Course - Buena Park

Within 3 miles there are at least 4 more facilities which can be utilized by La Habra's citizens, including:

- Craig Regional Park - Brea & Fullerton
- Birch Hills Golf Course - Brea
- Imperial Golf Course - Brea & Fullerton
- Fullerton Arboretum - Cal State Fullerton

Another source of recreational open space within the planning area is school playgrounds, as these sites have outdoor play facilities for school age children. Schools, by their nature, are in easily accessible locations for the local residential neighborhoods and in some cases are adjacent to City parks. In some cases, schools play facilities better serve an area for recreational accessibility. The total collective acreage of existing schools within La Habra is 207 acres. The average land area of school sites within La Habra devoted to open playground and athletic areas is approximately 52%, thus approximately 108 acres can be added to public available open space areas. (See figure EMP-1)

While school sites do not fit the official criteria of parks since they are not considered "permanent open space" which is under the control of the City, they do provide playing fields and playground equipment, but more important, contribute to the open space of the City. Many school play areas are landscaped fields which also contribute to the open space aesthetics of the area. The City participates in the conservation of recreation with a joint use agreement with the La Habra School District for use of the athletic fields of Washington Jr. High and Ladera Palma schools. Also a number of Little Leagues have agreements with La Habra and Sonora High Schools for the use of their recreational facilities. Due to the existence of these agreements, the schools have been included in the "park" ratio. Additional recreational open space could be provided by establishing a lineal park/greenbelt system along the flood control channels and the railroad right-of-ways which transverse the City. These areas could be developed with a trail system which would serve to link various parts of the City together, including existing parks. It could also serve to connect to the northern terminus of two Fullerton trails which are located along the railroad right-of-way and also to points southwest of the City, such as Buena Park and La Mirada. The establishment of such a system, which is shown on Figure EMP-2, would be threefold:

GREENBELT:

This provides a unique opportunity to shape the urban environment, ensure and protect a natural waterway and its related ecosystems, and to develop uses which would transform a former industrial use into a recreational use and at the same time provide a buffer between land uses and give an identity to the City. Such a greenbelt would establish the City as one which has shown a concern for, and has taken action to protect and enhance the environment.

URBAN TRAIL:

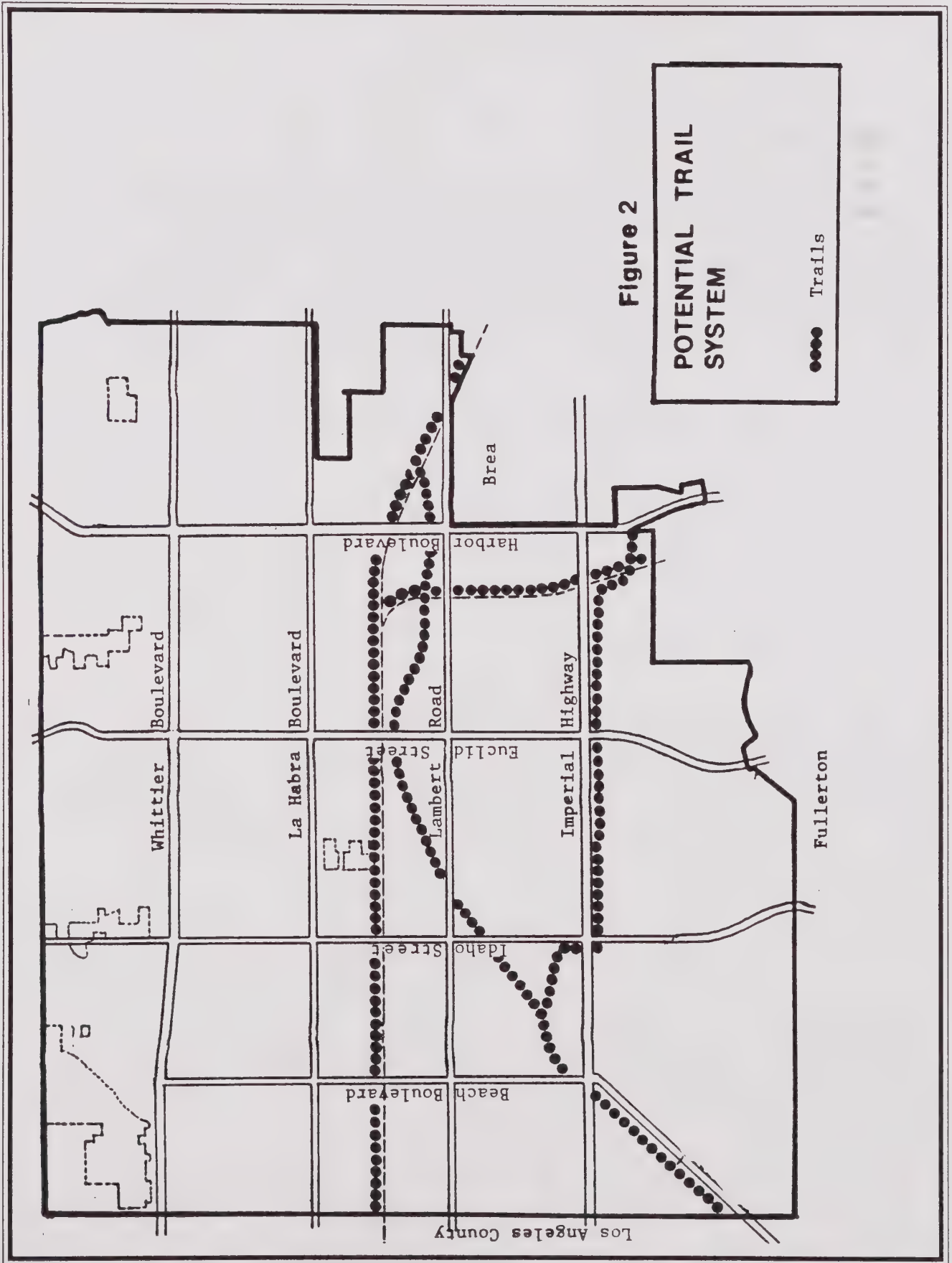
This intra and intercommunity link has a great potential as a trail for hiking, horseback riding, and bicycling. The conflicts of the street intersections and traffic hazards are minimal. The intercommunity linkage provides an opportunity for regional recreational cooperation, benefitting all concerned.

NATURAL CHANNEL:

As previously mentioned, there are approximately 42 acres of open channels within the planning area. These channels are the closest things the City has to a natural waterway. These need to be protected, both from an environmental standpoint and from the standpoint of providing future generations with the opportunity to see the natural landscape.

Some of these channels can also be developed with trails. The south branch of Coyote Creek, which is also referred to as the Imperial Channel offers the greatest possibility for establishing a bike and walking trail. The main branch of Coyote Creek also offers the possibility of a bike and walking trail. The development of such a system will require intergovernmental cooperation.

Implementation constraints however are major and include future transportation and water control needs. Also, development of such a trail system within La Habra will require joint participation with the Orange County Flood Control District and the Southern Pacific Railroad. Development with adjacent cities will require cooperation with the cities of Fullerton, Buena Park, La Mirada, the County of Los Angeles and the Los Angeles County Flood Control District.



Open Space for Public Health and Safety.

Open Space for public safety can be defined as areas which require special management or regulation because of special conditions such as earthquake fault zones, unstable soil areas, flood plains, watersheds, areas presenting high fire risks, and areas required for the protection of water quality and enhancement of air quality.

The geological studies utilized for the preparation of this General Plan, identify a number of potentially active faults which are located in the undeveloped Coyote Hills south of Imperial Highway. It also identifies one active fault, which is within an Alquist-Priolo special study zone. The Alquist-Priolo Special Studies Zones Act was enacted by the state in 1972 to assure that no structures for human occupancy are built on active faults and requires a geological investigation before a local government can approve development projects within a special study zone.

In the interest of providing maximum public safety and in providing recreational open space for the citizens of La Habra, the City foresees the possibility of a City Park for the area in which the Alquist-Priolo special study zone is located.

Summary

By considering all the different variety of open space within the planning area, La Habra has a potential of 2,421.85 acres of open and recreational space which represents 51 % of the total land area of the planning area.

The City minimum standard goal for providing local recreational facilities is 2.5 acres per 1,000 people. This minimum standard has been recommended by the League of California Cities. These recreational areas exclude school sites and private open space. Presently the City has 117 acres of existing and proposed parks. The current ratio (based on 1989 State Department of Finance population estimate of 48,973), is 2.4 acres of park per 1,000 La Habra residents. Considering that most of the schools are under contract or agreement to maintain play areas for recreation, the ratio of recreation facilities available to La Habra residents is increased to 4.6 acres per 1,000 resident.

Table EMP-4

Open Space Summary

Aesthetics:

Commercial / Industrial	35.65 ac.
Residential	
Single Family	1,297.746 ac.
Multi-Family	46.377 ac.
Parkways	589.09 ac.
Total	1,968.863 ac.

Natural Resources:

Channels	42.00 ac.
Water reservoirs	6.574 ac.
Total	48.574 ac.

Outdoor Recreation:

Parks (existing)	91.73 ac.
Parks (proposed)	25.32 ac.
Railroad	57.60 ac.
School Playgrounds	108.00 ac.
Commercial Recreation (proposed)	140.00 ac.
Total	422.65 ac.

Public Safety

Alquist-Priolo Zone	* 5.00 ac
Grand Total	2,440.08 ac

* included in totals for parks.

B. CONSERVATION

SOILS AND GEOLOGY

The basis for the geotechnical resources setting and effects / impacts for this General Plan, is a very complete report undertaken in 1973 by F. Beach Leighton and Associates. This report was produced in 1972-73 for the currently adopted General Plan Seismic Safety Element, and is included within this document as Appendix B. The findings and recommendations developed in the Leighton report are still pertinent as it relates to the New Environmental Management Plan of this General Plan, and is still the most authoritative work on the geotechnical conditions under the City of La Habra.

Soil conditions

Relatively thin residual soils which veneer the near-surface bedrock in the hillside areas consist of weathered materials derived from the underlying formation, primarily the La Habra or Coyote Hills Formations. The soils tend to be mainly clayey to sandy silt. The thick alluvial soils occupying the major central portion of the City are generally unconsolidated and are poorly sorted. They range from highly permeable granular deposits to low permeability clayey silt. They can be categorized into three major types of soils on the basis of clay content:

- (1) The clayey silt and silty clay group
- (2) The clayey sand and silty sand group
- (3) The predominantly granular material, including gravel and cobbles.

It is difficult to identify the areal distribution of these soil zones under the present scope of the study. Additionally, the ever-changing drainage pattern of the major canyons and the transported alluvial fan deposits throughout geologic history have caused the soil types to vary with depth as well as in areal distribution. A review of various published maps (notably the U.S. Department of Agriculture Soil Survey of 1919) and numerous driller's logs of old water wells collaborate the complexity of the soil conditions at the surface, as well as at depth.

Sub-Structure and Drainage

Topographically, the major portion of the City is nearly level to gently rolling terrain within the La Habra Basin, situated between the Puente Hills on the north and the Coyote Hills on the south. Main features of the topography and drainage are shown on Figures in Appendix B.

The La Habra Basin represents a trough which has been the site of deposition for many thousands of feet of marine and non-marine sediments, at least since Miocene time. The basin has persisted for at least 12 million years, and formed through generally north-south compressional, earth-deforming (tectonic) forces, has been warped and ruptured by faults.

Geologically recent erosion has dissected the surrounding hillside areas along numerous south-or north-flowing ephemeral streams which eventually join La Mirada and Coyote Creeks; these, in turn, drain into the San Gabriel River further west. The thickest recent alluvial deposits are within the floodplain of Coyote Creek, along Beach Boulevard and Imperial Highway.

The majority of the City is underlain by relatively young stream alluvium and Pleistocene-age sediments of the La Habra Formation. Older formations, lying at greater depth within the basin, or at the surface within the nearby hillside areas, include the Coyote Hills, San Pedro, Fernando and Puente Formations. The older Fernando and Puente Formations, late Pliocene to late Miocene in age, consist of interbedded marine sandstone, siltstone and conglomerate, with minor amounts of shale or other rock types. These are relatively unimportant from a land use planning standpoint since they are far below the surface within the study area.

Geotechnical Effects

The hillsides of La Habra are almost completely developed with low density single family homes. Strong control measures have been utilized to stabilize level area and slopes during development. To ensure slope stability and conservation, as well as public safety, it is recommended that the high standards be continued as a matter of policy.

The various types of soil present in the community illustrate five main geotechnical effects listed as follows:

1. Settlement understatic loading, a condition caused when a load (building, highway, embankment, etc.) is placed on low-density, compressible soil. The principal settlement problem which has occurred in the City was related to development of several residential building sites over loose backfill in an old borrow pit located in the northeast portion of the City. The only specific area identified as a potential settlement area is the abandoned refuse disposal landfill site, now known as Grande Vista Park at the southeast corner of Lambert Road and Idaho Street.
2. Expansive soils high in clay content and subject to significant swelling and shrinkage with change of moisture content is known to be present at many locations within the City, both in valley bottom and hillside areas. The swell characteristics of surface soils can vary widely within short distances, depending on relative amount of clay and type of clay present. Although the expansive soil condition is not a general problem affecting all sites to the same degree, the City policy requiring that they be assumed to be present, for the purposes of foundation design, is a reasonable approach considering that mapping their complex distribution appears to be unfeasible on a regional basis or within the scope of this study.
3. Stability of cut-slopes made in low density, low strength soils. The potential slope stability problems related to soft or low strength soils exposed in cuts (or natural slopes) which are prone to erosion or slumping can normally be mitigated by corrective grading or careful planning ahead of grading. Such soil conditions would usually have no significant impact on land-use planning. This is expected to be the case in the City of La Habra.
4. Potential liquefaction where soil type, density, and high groundwater conditions combine to create a transient "quick" condition when severely shaken seismically. This hazard, along with related seismically induced phenomena as "lurching", flow landslides, and other similar forms of ground failure, is generally believed to be most significant where the underlying soils are saturated sands in a relatively loose condition. The depth to groundwater and a general review of the available soil data were the major criteria in establishing liquefaction, lurching, and differential compaction potential for the City. As a general guideline in regional studies, most considered areas which have groundwater depths of less than about 20 to 30 feet and are underlain by recent alluvium deposits as more susceptible to potential liquefaction.

5. Subsidence of the land surface can be divided, on the basis of causative mechanisms, into three types: fluid withdrawal subsidence (groundwater, oil and gas), hydrocompaction subsidence, and peat oxidation subsidence. Of the three, fluid withdrawal subsidence has been the most extensive and costly in California. Although none of them is known to have significantly affected the City of La Habra, there is a potential subsidence hazard within and adjoining the West Coyote Field at the southwest edge of the study area.

According to Lamar (1973) an analysis of precise level survey data for a line along Beach Boulevard, across the west portion of the oil field, indicates that for the period from 1951 to 1961 there was up to slightly more than .01 foot/year of subsidence. From 1965 to 1970, however, there was ground surface uplift of almost .04 foot/year. The initial recorded subsidence is inferred to result from oil production and the subsequent rise is attributed to increased subsurface pressure resulting from a water-flooding operation which became a full-scale program by 1956. In this case, rather than subsidence being the hazard, the opposite situation, uplift, could be equally damaging if allowed to continue. Normally, however, the total amount of uplift due to repressurization would never equal the total amount of subsidence which had preceded it.

Regional land subsidence resulting from the withdrawal of subsurface fluids is not known to significantly affect the City. Judging from present and probable future groundwater needs, subsidence due to overdraft of the groundwater resources appears unlikely. Minor but measurable subsidence as well as uplift have occurred in the area of the Coyote Hills Oil Field during the period from 1951 to 1970. Continued monitoring of possible future subsidence or uplift in this area, through the County of Orange and more recently this has been maintained by the Orange County Water District.

Settlement of structures due to consolidation of the subsoils and the presence of expansive soils appears to pose no significant development constraint. As long as adequate design and geological testing requirements are utilized no significant problems are anticipated.

WATER AND HYDROLOGY

Much of the City of La Habra lies within what is commonly called the La Habra Groundwater Basin (which is part of the Anaheim Hydrologic Subunit and the Los Angeles-San Gabriel Hydrologic Unit). The La Habra Basin is bounded on the east by the Yorba Linda Basin, on the west by the easterly boundary of the San Gabriel River Cone and lies between the Puente Hills to the north and the Coyote Hills to the south. Approximately the westerly one-half of the basin is in Los Angeles County. The basin is composed of two distinct formations; an upper zone consisting of alluvial material derived from the local Puente Hills, and a lower zone of folded conglomerate, principally of marine origin. The two zones are of different permeabilities and vary with depth as well as in areal distribution.

Domestic water service for the City is provided by the La Habra Water Department through existing water lines and facilities. The sources of water for the system are currently the Metropolitan Water District (MWD), 25-35 %, 50 % from California Domestic Water Service which pumps water from the upper San Gabriel River Basin and 15-20 % from one local well. These percentages are liable to change at anytime. With the stabilization of the groundwater levels in the La Habra Basin, the local well should continue to produce for many years.

The existing water consumption in the City is estimated at 9,700 acre feet per year in 1986. This is the equivalent of

1,157,400 cubic feet per day. As a result of the implementation of the proposed La Habra General Plan 2020 over the 30 year planning horizon, water consumption and fire flow requirements will increase. The estimated water consumption for the proposed uses in the City is currently estimated at 11,650 acre feet per year based upon projections of population and land use. This amount is equivalent to a 20% increase over the 32 year planning period. This amounts to about 60 acre feet per year or 2.6 million cubic feet per year. The existing fire flow requirements could increase from 3,500 GPM available to 5,000 GPM for commercial facilities.

The water lines serving the City are of sufficient size to provide the volume and pressure to meet required fire flow for the foreseeable future at projected levels of growth. There will be replacement and expansion of existing systems on a localized basis over a period of years. Improvements will undoubtedly be made to accommodate individual development projects because of the design and construction characteristics. This may include additional looping and extension to accommodate a development in accordance with City standards. Metering and flow will become more automated and sophisticated.

Wastewater and Treatment Facilities

The City of La Habra is responsible for the sanitary sewer collection systems serving individual properties. Orange County Sanitation District #3 (OCSD) has constructed and is responsible for the trunk sewer system which moves the effluent to the treatment plants located in Fountain Valley and Huntington Beach. Both plants provide for both primary and secondary treatment of sewage. Total capacity of the plants is estimated at 230 million gallons per day.

The land uses in the City are estimated at this time to generate a total of 9.41 million gallons per day (MGPD) of effluent based upon the accepted and normal use rates by various sources which measure the generation of wastewater. No major increase in the capacity of the facilities to receive increased waste water is required based upon the growth projections of SCAG for the Region and the City of La Habra. Growth up to 10 million gallons per day can be anticipated. Projected land uses developed at ultimate usage would add to the total increase of the City to 9.65 MGPD.

The District's existing facilities serving the project area include major trunk sewers in Beach Boulevard and the extension of Coyote Creek Channel. The County of Orange called for expansion of the existing facilities to meet existing demand of District 3. Mitigation measures for increased capacity needed are the fees charged for sewer connection by the OCSD and City.

County Sanitation District No. 3 serves the La Habra area. Three major interceptors receive effluent from the City's lines for off-site treatment. The planning criteria used by the City and the Sanitation District for maintaining and improving these facilities are very similar.

A Sewer Master Plan undertaken in 1978 identified a number of deficiencies which need to be remedied including the amount of flow of wastewater to be accepted from La Habra Heights. At that time 20,646 lineal feet of trunk sewer lines were deficient in capacity. With ultimate build-out of the La Habra General Plan 2020, more than 25,000 lineal feet of trunk sewer may be over capacity if no mitigation measures are undertaken.

The mitigation measures recommended by the Sewer Master Plan are based upon the ultimate land use capacity of the 1970 General Plan. The majority of these measures have been implemented to correct the noted deficiencies. As there are no major shifts in land uses anticipated in the General Plan update 2020, there are no major increases in either sewage flow or deficiencies foreseen.

The La Habra General Plan 2020 sets forth a policy statement and several program objectives which deal with correcting existing and future deficiencies in sewer capacity. The Sewer Study undertaken in 1978 by Willdan Associates is hereby incorporated herein by reference and made a part hereof.

Additional funds will undoubtedly be necessary for future expansion of the treatment facilities. It is anticipated that this expense will be borne by bonds issued by OCSD or from City funding and repaid from increased fees or taxes or other sources.

The Orange County Sanitation Districts have established a multifaceted, 30 year wastewater management action plan (2020 Vision Plan) to accommodate the expected population growth in the County, of 2.8 million new people over the next 30 years. The goals in this Plan are to determine the optimum level of treatment for environmental and public health protection and to produce a sewage facilities master plan providing a 30 year needs assessment; and a focused construction and financing plan to meet those needs. The City of La Habra will work with the Sanitation District to achieve optimum levels of service for the citizens of La Habra.

It is also highly likely that other methods of treating sewerage or wastewater will be devised to reduce the volume at the source. These include recycling to other uses which can tolerate "gray water" (partially treated but not potable) and biological degradation or purification of wastewater and other techniques, many of which have been tested and placed in service in special conditions. It is very likely that such techniques will gain currency, improving feasibility and use during the planning horizon to 2020.

SOLID WASTE

Collection and Disposal

Solid waste is collected by private disposal companies under a contract/franchise and is currently hauled to the Brea-Olinda Landfill which is operated by the County Waste Management (Enterprise) Program. This landfill has about 9 years of remaining life in its present state. With additional grading, a much longer lifespan is anticipated. Other alternatives are also under study. Other methods of disposing of a wide range of solid and hazardous materials must be found during the planning horizon. Average solid waste generation for the existing land uses within the City is approximately 4,720 tons per month. This will be required to be reduced over the planning period of the General Plan due to the enactment of "The California Integrated Waste Management Act of 1989", (AB 939).

The enactment of this legislation has totally revised the law governing solid waste management in California. It implements local obligations in solid waste planning. By January 1, 1995, each city is to achieve a 25% reduction of all solid wastes sent to landfills or transformation facilities. A 50% reduction must be achieved by January 1, 2000.

As part of compliance to this new law, the City of La Habra is conducting the first step in reaching these mandated goals, and is preparing a "statistically representative" solid waste generation study. This and other studies will form the basis for the preparation and implementation of solid waste source reduction, recycling and composting Plan.

The components of these studies will comprise a "Source Reduction and Recycling Element" that will be implemented by the City to achieve the state wide goals. The private disposal companies have indicated in the past that there was no anticipated impacts regarding their abilities to provide solid waste pick-up for the City.

There are also important advances being made in the technology of waste management called source reduction. These techniques call for the preliminary treatment and reduction of the materials to other forms which can be non-polluting or benign in environmental terms on the site where they are generated. Incineration, biological reduction, encapsulation and other combinations of techniques offer a long range hope for effective management of waste. Plans and zoning ordinances will need modification to permit these uses.

Recycling

The California Beverage Container Recycling Act which was adopted by the State Legislature in 1986 established a beverage container recycling program which is administered by the State Department of Conservation. This act mandates the placement of at least one collection facility, for the redemption of glass, aluminium, plastic and non-aluminium metal beverage containers, within each established convenience zone. (See Figure EMP-3)

Five convenience zones have been established within La Habra and one of the zones established in Brea includes a portion of La Habra. The Act also allows local municipalities to review and establish findings for the placement of the collection facilities, to assure that their placement will not cause any detriment to the public health and safety.

La Habra utilizes the Conditional Use Permit and Architectural Review process to assure that each proposed facility complies with all the goals and policies of this General Plan. The City will continue to work with the State to provide it's citizens with continued opportunity to recycle these materials.

Additionally, recycling of materials including glass, paper products, wood products, steel products, automobiles and reclamation of any substances are already routinely undertaken by business and industry.

AIR QUALITY

The City of La Habra is located within the south coast air basin. The climate of the South Coast Air Basin is controlled primarily by the strength and location of a semipermanent, subtropical high pressure cell over the Pacific Ocean. Climate is also affected by the moderating effects of the nearby oceanic heat reservoir. Local climate conditions are characterized by warm summers, mild winters, infrequent rainfall, moderate daytime onshore breezes, and moderate humidity.

The annual average daily temperature recorded at the closest climatological station was 64.0 degrees Fahrenheit. Temperature extremes range from highs of 101 degrees during the summer to lows of 37 degrees during winter.

The prevailing summer daytime winds in the area come from the southwest at 8 to 12 miles per hour. On summer nights, the pattern reverses, with winds coming from the north at 4 to 6 mph. There are occasional hot, dry easterly winds (Santa Ana winds) in the region. These winds usually occur during the autumn months and last 2 to 3 day at a time, on average and reach velocities which exceed 40 mph at times.

The Basin is an area of high air pollution potential because of the dispersion of air pollutants is hampered by frequent temperature inversions that tend to trap stagnant air pollutants in a limited atmospheric volume near the ground. The combination of low altitude temperature inversions, meteorological conditions such as light winds and shallow vertical mixing, and topographical features such as the surrounding mountain ranges, hinder the dispersal of air pollutants.

Figure 3

CONVENIENCE
ZONES

Convenience Zones

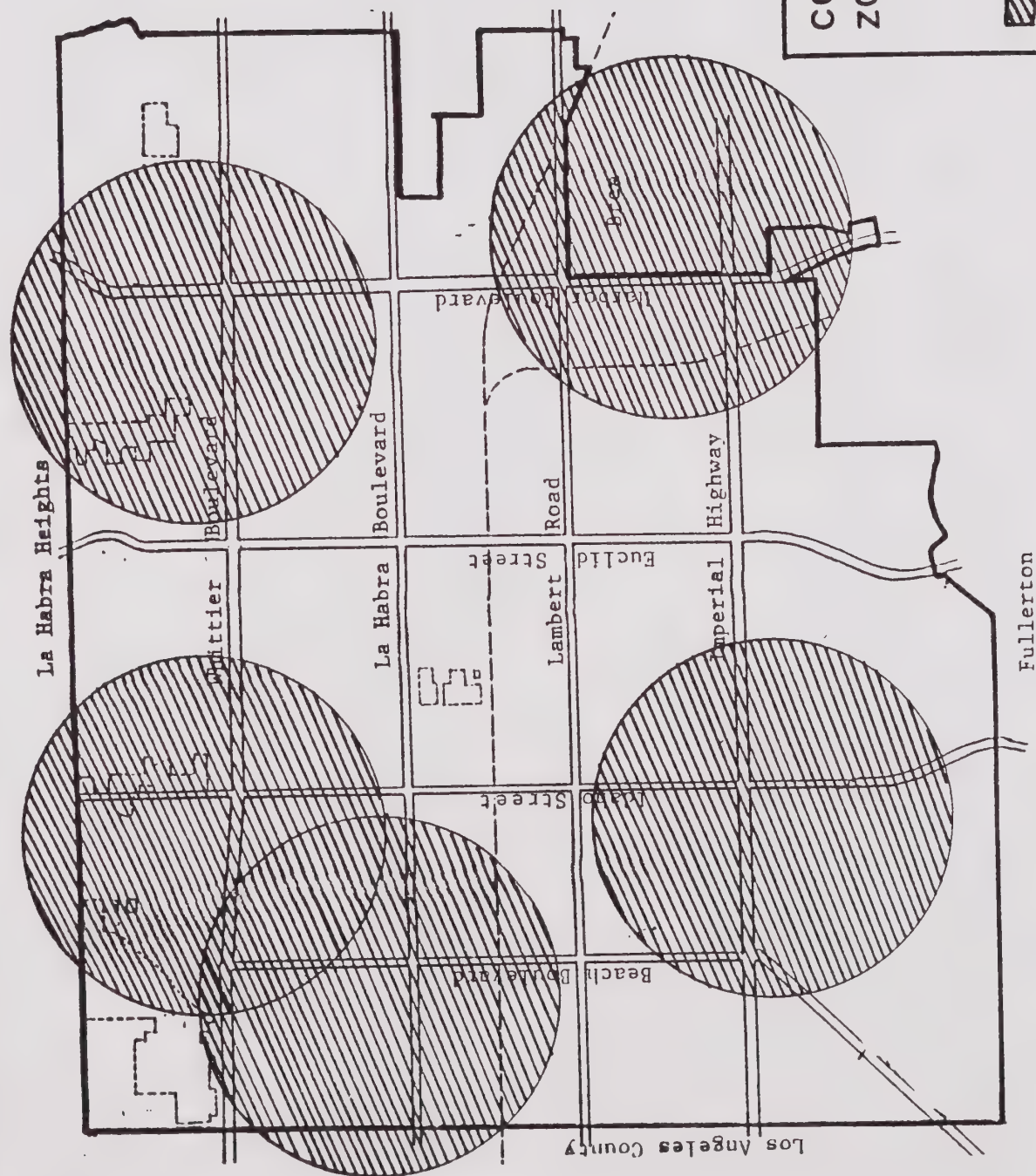


Figure 4 WIND PATTERNS IN THE SOUTH COAST AIR BASIN

Figure 4. These maps show dominant summer and winter patterns in the South Coast Air Basin. For the period of the day shown, the net transport of air onshore usually is greater during the winter. Whether there is air movement or air stagnation during the morning and evening hours, before these dominant air flow patterns take effect, is one of the critical factors in determining the smog situation on any given day.



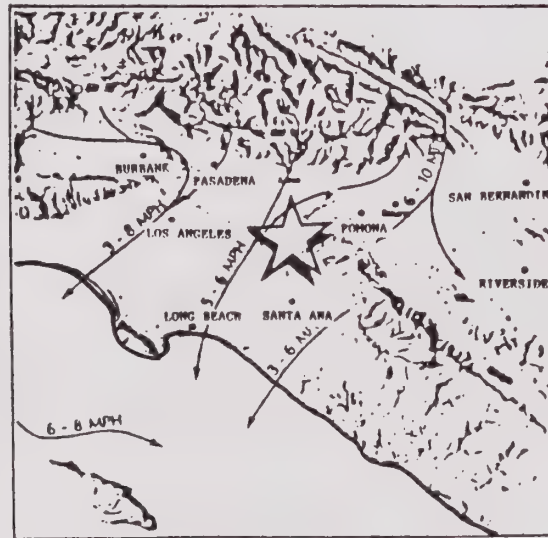
TYPICAL SUMMER DAYTIME OCEAN WINDS
(Noon to 7:00 PM)



TYPICAL SUMMER NIGHT DRAINAGE WINDS
(Midnight to 5:00 AM)



TYPICAL WINTER DAYTIME OCEAN WINDS
(Noon to 5:00 PM)



TYPICAL WINTER NIGHT DRAINAGE WINDS
(Midnight to 7:00 AM)

In the winter, temperature inversions occur close to ground level during the night and early morning hours. At this time, the greatest pollution problems are from carbon monoxide and nitrogen oxides (NOx). In the summer, the longer daylight hours and plentiful sunshine provide the energy needed for the photochemical reactions between NOx, volatile organic compounds, and other substances, resulting in higher ozone concentrations.

Existing Air Quality

Air quality is determined by the amount and type of pollutants emitted, the location of the source and receptor, and subsequent atmospheric dispersion and reaction of the pollutants. Ambient air quality standards are established by the Environmental Protection Agency (EPA) through the Federal Clean Air Act and the California Air Resources Board (ARB). These standards are regulated and enforced by the South Coast Air Quality Management District (SCAQMD).

Of the six criteria pollutants, the basin complies with only two of the National ambient air quality standards, sulfur dioxide and lead. The standards are based upon the known health effect of the criteria pollutants, and were established to protect the public health with a margin of safety. In addition to these ambient air quality standards, California has adopted a set of episode criteria for carbon monoxide, nitrogen dioxide, sulfur dioxide and particulate matter. Episode levels represent periods of short term exposure to criteria pollutants during which the public health is actually threatened. Health effects are from Stage One through Stage Three Episode levels.

The most widespread number of exceedences of the established standards in the South Coast Air Basin, were associated with ozone and carbon monoxide. Ozone exceedences occurred in the warm summer and fall season when ozone is produced by photochemical reaction in the atmosphere carbon monoxide in many cases is a "hot spot" pollutant resulting principally from automobiles idling at intersections, parking lots, and highways with interrupted flow.

The South Coast Air Quality Management District (SCAQMD), maintains ambient air quality monitoring stations at numerous locations including La Habra. La Habra is located in Source Receptor Area 16. Figure EMP-5 locates the generalized boundaries of Source Receptor Area 16 (SCA16), and the City of La Habra. Ambient air quality data from this station is given in terms of State and Federal standards which were adopted to protect public health with a margin of safety.

There are also several distinctions made in the identification of air pollutants. One distinction is between primary pollutants and secondary pollutants. Primary pollutants are those pollutants that are emitted directly from sources. Carbon monoxide (CO), hydrocarbons (organic gases) oxides nitrogen (NOx), sulfur dioxide (SO2), and particulate matter are the major primary pollutants of concern. Secondary pollutants are those pollutants formed by chemical and photochemical reactions in the atmosphere. Nitrogen dioxide (NO2) and photochemical

Table emp-5
AIR QUALITY DATA 1987
for
RECEPTOR AREA # 16 (LA HABRA)

CARBON MONOXIDE	Maximum Concentration in PPM for 1 Hour	21
	Maximum Concentration in PPM for 8 Hours	10.6
	Number of Days Standards Exceeded	
	Federal >9.5 PPM for 8 Hours	2
	>35 PPM for 1 Hour	0
OZONE	State >9.1 PPM for 8 Hours	3
	>10 PPM for 1 Hour	1
NITROGEN DIOXIDE	Maximum Concentration in PPM for 1 Hour	.24
	Number of Days Standards Exceeded	
	Federal >.12 PPM for 1 Hour	41
	State >.10 PPM for 1 Hour	77
SULFUR DIOXIDE	Maximum Concentration in PPM for 1 Hour	.22
	Number of Days Standards Exceeded	
	State >.25 PPM for 1 Hour	0
	Standard Criterion (Federal) - AAM in PPM	.0382
	% AAM Exceeded	0
	Maximum Concentration in PPM for 1 Hour	.04
	Standard Criterion (Federal) - AAM in PPM	.0042
	Number of Days Standards Exceeded	
	Federal >.14 PPM in 24 Hours	0
	State >.05 PPM in 24 Hours	0

Figure 5



oxidants, such as ozone, are the principal secondary pollutants.

Additionally, emission sources can be distinguished as mobile and stationary sources. Stationary sources include electrical power generating stations and buildings using natural gas for water and space heating or cooking. Mobile sources include automobiles, trains and airplanes. These uses are currently generating air pollution via both stationary and mobile sources. In 1989, the South Coast Air Quality Management District in compliance with the federal Air Resource Board (ARB), developed an Air Quality Management Plan to achieve federal ambient air quality standards. The City of La Habra will be involved with the process of adopting and implementing measures of the SCAQMD and will cooperate with all the agencies involved to help achieve the best air quality possible for the citizens of La Habra. This General Plan includes a Regional Element which addresses this topic of air quality in greater detail.

III. MAJOR ISSUES AND PRELIMINARY POLICY DIRECTION

EFFECTS OF FAILURE TO CONSERVE THE ENVIRONMENT

The major effects of failure to conserve and protect the natural and man-made open spaces in the City of La Habra could affect the existing, desirable quality of life and the openness of the City. This asset of openness is extremely important to the ultimate well-being of the residents of the community. The loss of urban public open space whether passively or actively used will seriously affect the future quality of the community as a place to live and raise families. Also, these facilities have been acquired or provided by public entities such as the City and improved for use by the citizens of La Habra at great expense. The notion that these assets must be conserved and maintained so that future generations can enjoy the same privilege and feeling of openness now communicated to the visitor and resident is an important aspect of planning for the City's future.

One of the attributes of the City of La Habra is the visibility of the Coyote and Puente Hills to the south and north respectively. The vistas are a definite environmental asset to be recognized and protected. They in essence reduce the scale and impact of buildings and the more urban aspects of the community. New development and revitalization must recognize the need to protect and enhance such vistas and openness.

The long term improvement and preservation of air quality are regional concerns requiring the coordination and co-operation of all jurisdictions within the South Coast Air Basin. The long term effects of not having sufficient open space, public facilities, public services and air quality degrade and reduce the quality of life in the community. In the long run, the failure to add, enhance, or maintain the quality and utility of such natural resources and facilities/services will affect the community and its economic well-being. Solid economic development and environmental quality go hand in hand. They are twin pursuits of activity in the public sector which directly affect the safety and well-being and the costs of the quality of life for the residents and businessmen of the community.

FUNDING FROM OTHER LEVELS OF GOVERNMENT

Many of the locally administered programs are funded from other sources such as federal, state or county whether in whole and in part thus implying the need and ability to apply and receive more funding. The potential reduction or elimination of these sources of local government funding for certain services such as welfare and community development will place a greater emphasis, as time passes, on the local government's ability to raise funds to maintain and enhance important services.

PART 2

HEALTH AND SAFETY BACKGROUND REPORT

Data, analysis and Policy Direction for Major Geologic,
Flooding, Noise, Fire and other Health and Safety Issues

I. INTRODUCTION

Role of the Background Report

The role of this document is to provide the necessary background data regarding the health and safety issues within the planning area to insure the adequate protection of the residents of La Habra and their property from man-made and natural hazards.

State Guidelines and Requirements for the Safety Element

The California Government Code, in Section 65302(g), requires each city to include within its general plan a safety element. The issues which must be discussed, to the extent that they pertain to the local community, include:

- * The effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure.
- * The effects of slope instability leading to mudslides and landslides, subsidence, and other geologic hazards known to the legislative body.
- * Mapping of known seismic and other geologic hazards.
- * Flooding.
- * Identification and appraisal of evacuation routes, peakload water supply requirements, and minimum road widths as they relate to identified fire and geologic hazards.

Additionally the Safety Element may address any other subjects which, in the judgment of the local legislative body, relates to the physical development of the City.

State Guidelines and Requirements for the Noise Element

Section 65302(f), of the California State Governmental Code requires general plans to include a Noise Element which shall identify and appraise noise problems in the community. The Noise Element shall recognize the guidelines adopted by the Office of Noise Control in the State Department of Health Services and shall analyze and quantify, to the extent practicable current and projected noise levels for all of the following sources:

- * Highways and Freeways.
- * Primary arterials and major local streets.
- * Passenger and freight on-line railroad operations and ground rapid transit systems.
- * Commercial aviation and airport operation.
- * Local industrial plants, including railroad yards.
- * Other ground stationary noise sources identified by local agencies as contributing to the community noise level.

Noise contours shall be shown for all of these sources and stated in terms of community noise equivalent levels (CNEL) or day-night average level (Ldn). The Noise contours shall be prepared on the basis of noise monitoring or following generally accepted noise modeling techniques for the sources identified above. The supporting data is found in Appendix B of the Environmental Management Plan.

The Noise Element shall include implementation measures and possible solutions that address existing and foreseeable noise problems, if any. The adopted Noise Element shall serve as a guideline for compliance with the state's noise insulation standards.

Relationship to Other General Plan Components

The noise component is related to the Land Use, Housing, Circulation, and Open Space elements. Recognition of the interrelationship of noise and these four mandated components is necessary in order to prepare an integrated general plan. The relationship between noise and these four components is briefly discussed below.

LAND USE

A key objective of the noise component is to provide noise exposure information for use in the land use component. When integrated with the noise element, the land use element will show acceptable land uses in relation to existing and projected noise contours. Section 65302(f) of the Government code states that: *"The noise contours shall be used as a guide for establishing a pattern of land uses in the land use element that minimizes the exposure of community residents to excessive noise."*

HOUSING

The housing component considers the provision of adequate sites for new housing and standards for housing stock. Since residential land use is among the most noise sensitive, the noise exposure information provided in the noise element must be considered when planning the location of new housing. Also, State law requires special noise insulation of new multi-family dwellings constructed within the 60 dB (CNEL or Ldn) noise exposure contour. This requirement may influence the location and cost of this housing type. In some cases, the noise environment may be a constraint on housing opportunities.

CIRCULATION

The circulation system must be correlated with the land use element and is one of the major sources of noise. Noise exposure will thus be a decisive factor in the location and design of new transportation facilities and the possible mitigation of noise from existing facilities in relation to existing and planned land use. The local planning agency may wish to review the circulation and land use elements simultaneously to assess their compatibility with the noise element.

OPEN SPACE

Excessive noise can adversely affect the enjoyment of recreational pursuits in designated open space. Thus, noise exposure levels should be considered when planning for this kind of open-space use. Conversely, open space can be used to buffer sensitive land uses from noise sources through the use of setback and landscaping. Open-space designation can also effectively exclude other land uses from excessively noisy areas.

Use of La Habra's Health and Safety Element

The Public Health and Safety Element of the Environmental Management Plan, concentrates on guiding decision-makers and administrators in balancing the needs of the community with seismic and flooding activity, as well as man-made activities. The overall goal is to assure that resources to respond to emergencies are available and ready. The action and interactions of these hazards to the community have been studied and delineated with the assistance of the City's public safety agencies.

This portion of the Environmental Management Plan also details the requirements for the Noise Element. These requirements vary between local jurisdictions to insure that the noise issues accurately reflect the noise impacts and needs of the local citizens. Consequently certain issues outlined in the state requirements, such as aviation and airports, will not be covered by this document because they have no bearing on the City of La Habra.

II. EXISTING CONDITIONS AND TRENDS

A. PUBLIC AND SAFETY

SEISMIC HAZARDS AND THEIR EFFECT

Uppermost in the minds of Californians and La Habrans in particular is the prediction of a fifty percent chance of a major earthquake occurring within the planning horizon of THE LA HABRA GENERAL PLAN 2020.

The effects on the built environment by a major earthquake can be predicted based upon a number of factors. There is now quite an extensive collective experience with major earthquakes and their aftermaths. Tables EMP-6 and 7 quantify expected effects. The primary effects on the built and human environment of a major seismic event would include:

- o The disruption of utility services including electrical energy distribution, telephone service and damage to attendant facilities.
- o The main trunk and smaller distribution/collection sewer lines connecting the treatment plants are located underground would be subject to severe shaking or even shearing by ground shaking and movement. It should be expected that these links will be damaged severely.
- o High pressure underground pipelines carrying various materials including crude oil, domestic gas, sewage and water could be expected to suffer damage from the shearing and or ground shaking forces.
- o Transportation facilities such as roads, bridges and railroad trackage and facilities could be severely damaged or rendered structurally unsound so as to deny their use in the cumulative episodes which could be expected to take place in the aftermath of a basic major seismic emergency. Soils failure, aftershocks, landslides, liquefaction, could contribute further to this destruction.

- o Stormwater collection facilities being for the most underground or in the open in La Habra could be a potential problem. Although these facilities when underground are generally constructed of stout materials there could still be damage to various parts of the system. For the open portions of the stormwater or flood control channels, subsidence, slope instability, soils failure or other geotechnical problems could reduce the effectiveness of these systems.
- o The failure of other urban structures in a major earthquake is almost sure to cause the greatest danger to human beings. Structural failure of buildings, fire and gas leaks as well as spillage of hazardous materials can quickly escalate the hazardous nature and complicate the response to the episode.
- o The phenomenon of cumulative effect must also be taken into account for its effects on the response to the initial natural or man-made event. This effect escalates the initial problem or event into a cumulative cycle of additional and related emergencies which complicate the response and relief problems. One or a combination of events can be expected to occur in the aftermath of a major disaster.

Ground Shaking Effects

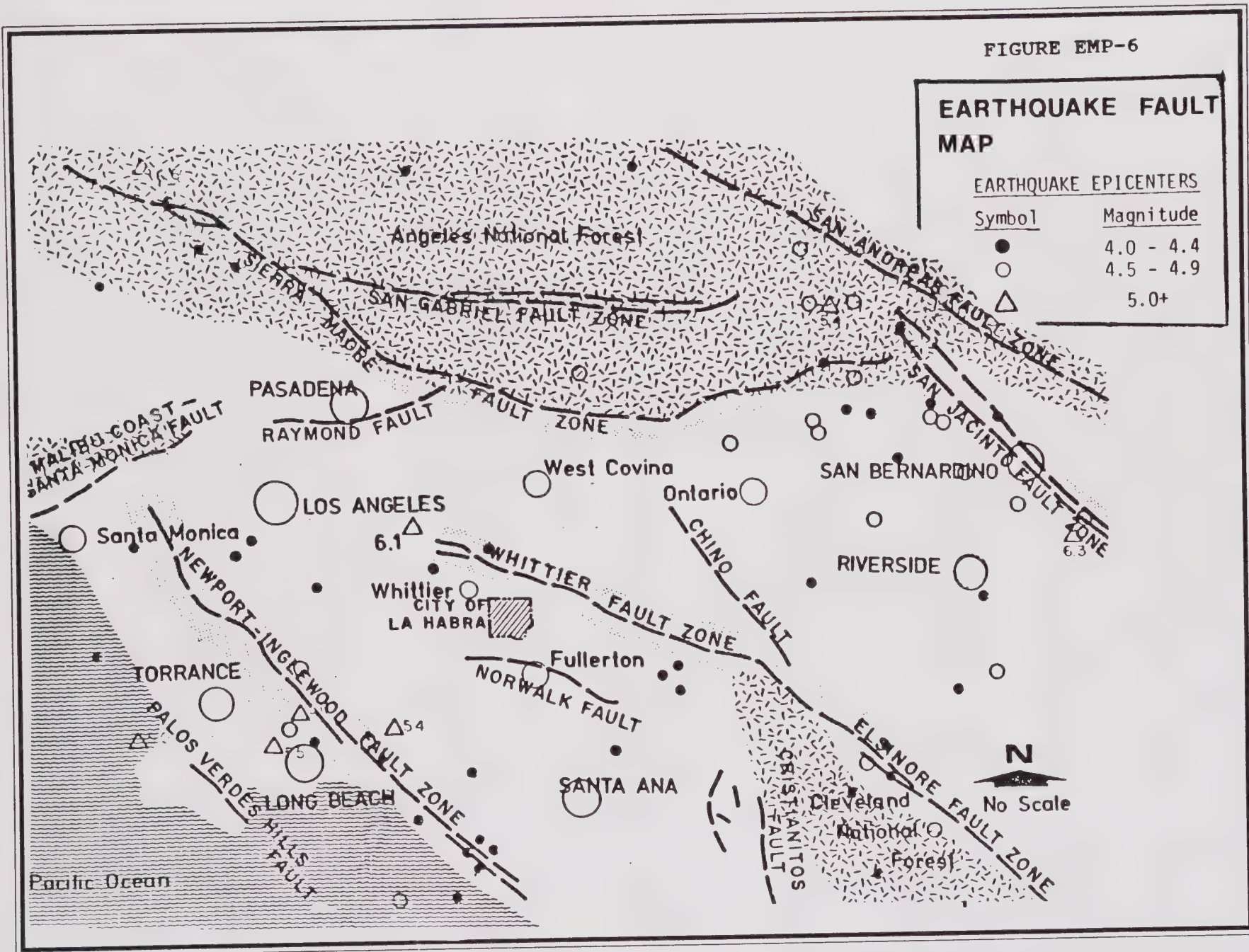
Analysis of the regional seismicity indicates that ground shaking of generally moderate intensity from any of the three major active fault zones may be expected within the City. The probable seismic shaking characteristics are summarized in Tables EMP-6 and 7. These seismic parameters relate to the maximum probability of an earthquake originating on any one of the principal faults, each having recurrence intervals on the order of 50 to 200 years. The geographic location of these are shown on Figure EMP-6.

It is unfortunate that reliable records of earthquake magnitudes and epicenter locations are available only for events occurring since 1933. Nevertheless, these data in conjunction with less accurate historical records going back another hundred years, provide the best means of estimating future earthquake activity. Table 1 of Appendix B summarizes significant potentially active or known active faults and historical quake magnitudes, together with their estimated maximum earthquake-generating potential. More precise recurrence intervals are not available for the maximum probable earthquakes due primarily to the insufficient amount of statistically significant data.

The most probable major earthquake sources of significance for the La Habra area are the San Andreas fault zone located about 35 miles to the northeast and the Sierra Madre and Newport-Inglewood fault zones which lie about 15 miles to the north and southwest, respectively.

Both the San Andreas and Newport-Inglewood fault zones have been recognized for some time as being active. The 1971 San Fernando earthquake occurred on a branch of the Sierra Madre fault zone and has resulted in the entire length of the Sierra Madre fault zone now being considered potentially active. Both the San Andreas and Sierra Madre zones have been associated with surface rupturing as well as ground shaking.

The Whittier fault, because of its apparent relative inactivity until October 1, 1987 was not considered as important or dangerous as the Sierra Madre or Newport-Inglewood faults in terms of earthquake-generating potential. It now must be considered as active and capable of generating a damaging earthquake. The Whittier Fault east of the City



has been included by the State Geologist in an Alquist-Priolo Special Studies Zone, indicating this portion of this Fault is based upon aerial photo interpretation and field geologic studies which have recognized displacement of Holocene age materials (Smith, 1978).

Although the 1987 earthquake occurred near the northern end of the Whittier Fault, it is now understood that the rupture occurred along a previously unidentified, shallow-dipping thrust fault at a depth of about 14 kilometers (Hauksson, et al., 1988). This thrust fault is believed to be related to the Elysian Park anticline, and the earthquake the result of active folding of the rocks. Since the fault rupture did not continue to the ground surface during this earthquake, surface rupture damage did not occur.

The Whittier fault is known to displace upper Pleistocene sediments (which in places might be as young as 10,000 years or even younger) in the general Puente Hills-Whittier area. However, it has nowhere been observed to disrupt the recent alluvium of the present drainage system. Other nearby significant faults include numerous, relatively short, unnamed faults within and adjoining the West Coyote Oil Field, and the Norwalk fault. Because of their relatively recent displacement or suspected earthquake activity, they are also considered active or potentially active.

There are numerous but regionally unimportant faults within the Coyote Hills (see Figure EMP-7). All but one of these are considered potentially active. One fault which is within the Alquist-Priolo Special Study zone, is a north-south trending fault located generally south of the end of Idaho Street. It is considered active because of movement which occurred along it in early October 1968. Differential offset across the fault amounted to approximately 3 inches maximum. Although two small earthquakes occurred during the probable period of movement, none was within 15 miles of the fault. No recurrence of movement has apparently taken place along the fault since 1968.

All of the faults within the Coyote Hills are of such length and orientation that indicate them to be of secondary importance to such major faults as the Whittier-Elsinore, Newport-Inglewood, and San Andreas, in terms of generating major earthquakes. They may however, be potentially significant because of their apparent surface rupture potential. Many similarities in geologic setting exist between the Coyote Hills and the Baldwin Hills, where fault movement has been related to petroleum withdrawal and resulted in failure of a reservoir.

Cataclysmic Seismic Event

The entire area is expected to experience a severe earthquake in the future-possibly before the planning horizon for this plan is realized. Further, in the event of a major earthquake cumulative conditions or problems will undoubtedly be present and linked together. The most important implications of seismic safety are in terms of building structural conditions and disaster preparedness. Therefore, public safety planning must really plan for a disaster involving more than one hazard particularly after a major event such as earthquake has occurred. The intent of this planning must be to control wherever possible the elements which will be most severely affected by these natural phenomena. These include both natural and man-made facilities and natural resources.

Seismic Setting and Conditions

It is generally well known that California, with its many active faults, is one of the most earthquake-prone regions of the United States. Within the southern California area alone, several hundred earthquakes (ranging from about 1 to 6 Richter magnitude) have been recorded since measuring instruments were installed.

TABLE EMP-6

SEISMIC PARAMETERS						
CLASSIFICATION	FAULT ZONE	HISTORICAL MAXIMUM QUAKE MAGNITUDE (RICHTER)		DISTANCE TO FAULT (MILES)	MAGNITUDE (RICHTER)	AVERAGE ESTIMATED RECURRENCE INTERVAL (YEARS)
CON- TROLLING SEISMIC EVENTS	San Andreas	8.0 + 0.5	(1857)	34-37	8.0	50.200 ^[1]
		6.5	(1948)			
	Sierra Madre	6.6	(1971)	15-17	6.5-7.0	50.200 ^[2]
	Newport- Inglewood	6.3	(1933)	12-16	6.5-7.0	Unknown
REGIONAL SEISMIC EVENTS	San Jacinto	7.1	(1940)	33-35		
	Whittier	3.2 ^[3]	(1971)	0.4-5.0	6.0-7.0	
	Norwalk	4.7 ^[4]	(1929)	2-5		
	Elsinore	5.5	(1938)	25-30		

[1] Wallace, R.E., "Earthquake Recurrence Intervals on the San Andreas Fault" GSA Bull. Vol. 81, No. 10, 1970.

[2] Estimated from (M=6.3/10 year in L.A. Basin) Allen et al., "Relationship between seismicity and geologic structure in the southern California region", B.S.S.A., Vol. 55, No. 4, 1955.

[3] Tentative association only with fault

Source: F. Beach Leighton & Associates, 1973

[4] A 5.9 seismic event occurring on October 1, 1987 demonstrated that the fault is active and capable of providing a large maximum probable-event.

Table EMP-7

MAXIMUM PROBABLE EARTHQUAKES					
EARTHQUAKE	DISTANCE FROM CAUSATIVE FAULT (Miles)	MAGNITUDE	MAXIMUM* ACCELERATION (g)	PREDOMINANT** PERIODS (Seconds)	PROBABLE DURATION (Seconds)
San Andreas Fault	34 - 37	8.0	0.25 - 0.30	0.4	50
Sierra Madre Fault Zone	15 - 17	6.5 - 7.0	0.20 - 0.35	0.32 - 0.36	30
Newport - Inglewood Fault Zone	12 - 16	6.5 - 7.0	0.20 - 0.35	0.32 - 0.36	30

* Base rock Motion (Schnabel & Seed, 1972)

** Seed, Idriss & Kiefer, 1969

Source: F. Beach Leighton & Associates and Claire Associates, Inc. 1987

The faults and earthquake epicenters most pertinent in evaluating the seismic shaking hazard in the City of La Habra are shown on Figure EMP-6. The epicenters shown are for earthquakes greater than 4.0 magnitude, occurring between 1934 and October 1987. Many of these, depending on their distance, were large enough to be felt in the City. Less well known, perhaps, is the fact that not all sites within a given area are subject to the same degree of seismic risk. This was dramatically revealed in the Mexico City earthquake in 1985, where only a portion of downtown was affected albeit with disastrous consequences. Indeed, each community or subarea within a city requires individual evaluation of its own unique set of seismic parameters to determine relative risk or hazard ratings. The City of La Habra, fortunately, in spite of being surrounded by seismically active faults is located in an area of "average" or "moderate" earthquake risk, when compared with the overall earthquake activity and susceptibility of the Los Angeles Basin.

Faults, on their basis of state of activity, are generally classified either active or inactive. The Association of Engineering Geologists has adopted a classification system more suited to the needs of this document. Because of difficulties in determining the precise age of faulting or faulted formations, an active fault is limited to one which exhibits historic activity (such as the San Andreas, Newport-Inglewood and San Jacinto faults and more recently the Whittier fault). Potentially active is applied to faults which do not have evidence of historic activity, but exhibit other geologic evidence of movement in the prehistoric past, but no older than earliest Pleistocene (approximately 1.0 to 2.5 million years before present). Until October 1, 1987 the Whittier fault fell into this category. It must now be classified as active, even though it may not repeat an earthquake of the magnitude of the October 1 trembler for as many as 200 years.

Secondary Seismic Effects

Existing landslides and potential slope stability problems are limited essentially to the hillside terrain west of Euclid Street, both within developed tracts in the City and within the adjoining 370-acre parcel owned by Chevron. Ancient slides and potentially adverse geologic structure such as unfavorably oriented bedding planes will require appropriate planning to avoid these areas, or adequate allowances for slope stabilization work prior to construction.

Mudflows, slumps or other shallow slope failure, for the most part, have not been a significant problem in most areas of the City. The potential area for such problems in the future would appear to be within the steeper hillside terrain of the Coyote Hills, particularly if significant areas of natural slope are left ungraded.

These seismically related forms of ground failure or distress are not believed to be significant hazards. The anticipated levels of seismic shaking and the character of the underlying soil and groundwater conditions are acceptable in terms of risk. Sites of important structures in certain areas, however, may need to be evaluated for such hazards, on an individual basis. Tsunamis and seiches are hazards which do not exist within the City. Design of water storage structures (such as reservoirs and tanks), however, should require design analysis for possible seiche loading caused by earthquake shaking.

Seismically Unstable Buildings

In July of 1986 the State adopted SB 547 which requires all owners of unreinforced masonry buildings to reduce the hazards created by such buildings. In response to this act the City has adopted a Seismic Safety Code which estab-

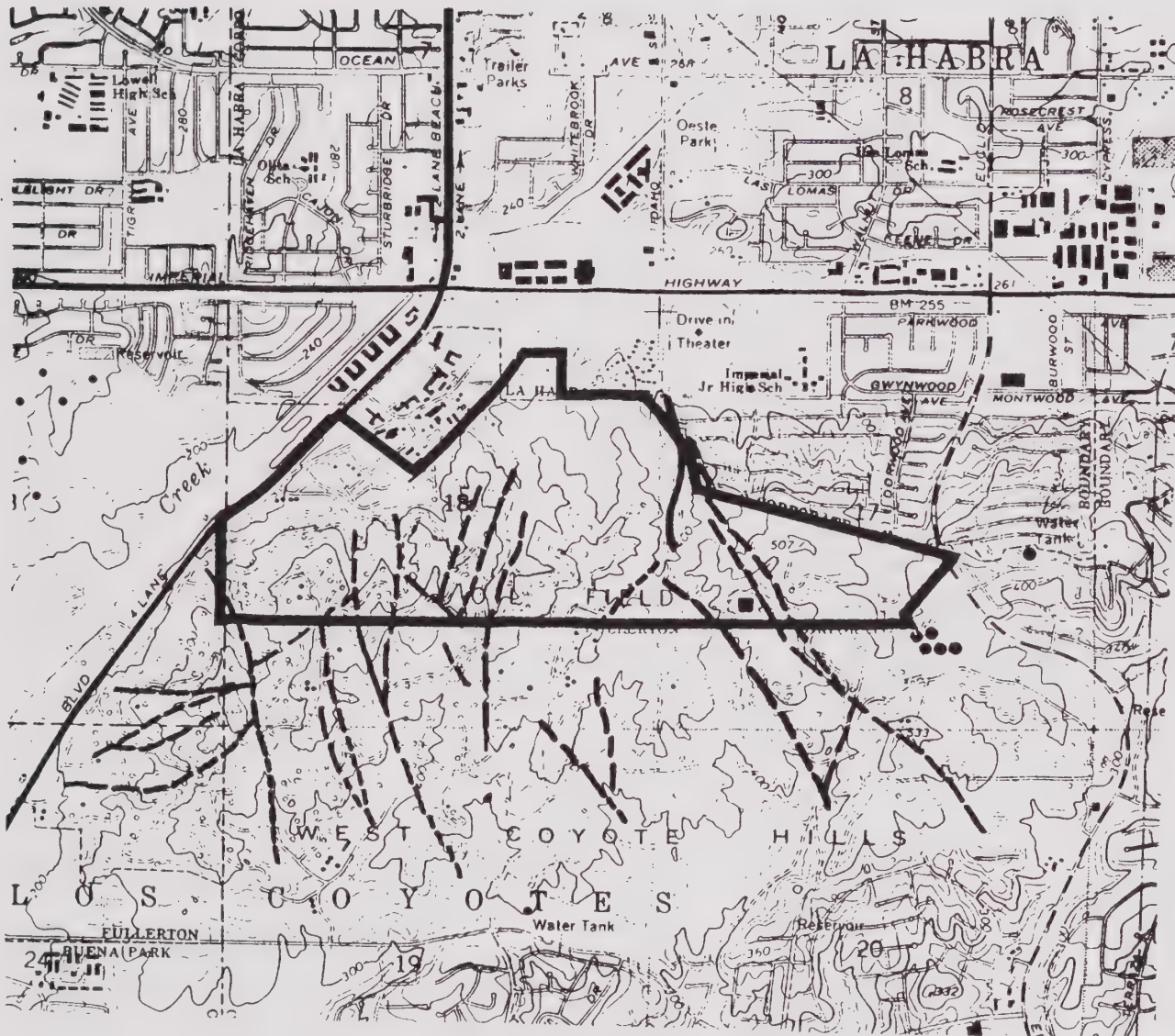


Figure 7

POTENTIALLY
ACTIVE
FAULTS

lishes procedure for the identification and mitigation of these potential safety hazards. The City has identified a total of 14 unreinforced masonry buildings within the planning area. It is estimated that 75 percent of these buildings will be demolished and that the remainder will be reinforced to comply with appropriate building and safety code standards.

GROUNDWATER HAZARDS AND EFFECTS

Much of City of La Habra lies within what is commonly called the La Habra Groundwater Basin (which is part of the Anaheim Hydrologic Subunit and the Los Angeles-San Gabriel Hydrologic Unit). The La Habra Basin is bounded on the east by the Yorba Linda basin, on the west by the easterly boundary of the San Gabriel River Cone and lies between the Puente Hills to the north and the Coyote Hills to the south. Approximately the westerly one-half of the basin is in Los Angeles County. The basin is composed of two distinct formations; an upper zone consisting of alluvial material derived from the local Puente Hills, and a lower zone of folded conglomerate, principally of marine origin. The two zones are of different permeabilities and exhibit more or less independent water level fluctuations. The source of recharge of the upper zone, that of the lower permeability, is the percolation of runoff from the Puente Hills, rainfall occurring on the basin itself and percolation of imported irrigation water. The lower zone received recharge from rainfall and runoff on the areas of outcrop and the downward movement of water from the upper zone, both naturally and through wells perforated in both zones.

The groundwater discussion for the purposes of this update study is limited mainly to those aspects which would have an influence on land-use capability and geotechnical hazards. Such aspects include groundwater level history and probably future trends (which could influence liquefaction potential, subsidence or general nuisance problems caused by surface seepage), as well as areas affected by near-surface perched water conditions and springs (which could influence slope stability).

Although no comprehensive studies of the water level fluctuations in the La Habra Basin have been made, a regional study by the State Department of Water Resources (1967) indicates that between 1944 and 1967, water levels have not changed significantly, with the exception of the north portion of the City (see Appendix A). In this area, they have both declined and risen during the period. Little adverse effect, particularly, from the geotechnical hazard aspect should be experienced here since the water levels are generally well over 100 feet deep.

With the gradual cessation of water well pumping in the basin in recent years, there has been, and probably will continue to be, a trend toward gradually rising water levels within the basin. The area in which this would have the greatest influence would be within the younger valley-bottom alluvium along Imperial Highway, east of Beach Boulevard. As a consequence, the size of the area having water levels more shallow than 30 feet will increase, thereby increasing the potential liquefaction hazard and area subject to possible future surface seepage.

The most notable areas having shallow groundwater problems have been in the Coyote Hills where seeps or springs (see Appendix A) were known to exist before development or have more recently been known to contribute to slope instabilities. The location and severity of shallow groundwater problems within the hillside areas appear to be governed primarily by the stratigraphy, geologic structure, intensity of rainfall and irrigation activities. Another contributory groundwater source in this area may be from oil field discharges.

Groundwater Effects

The principal surface groundwater problems have been in the southern portion of the City, at the foot of the Coyote Hills and in the northern sections of the City adjacent to La Habra Heights. In the south they are generally related to perched groundwater surfacing as localized seeps or contributing to slope instabilities in certain graded residential developments. Considering the trend and depth of groundwater levels in the basin, the potential hazard of subsidence from groundwater withdrawal is considered negligible. Likewise, in the apparent absence of the relatively rarely occurring soils subject to hydrocompaction, this type of subsidence is not expected to be a potential hazard.

FLOOD HAZARD AREAS

The Flood Disaster Protection Act of 1973 was passed by Congress to control development in flood hazard areas. In April 1978 a hydrological and hydraulic analysis was performed by Harris-Troups Associates, for the Federal Insurance Administration, covering all significant flooding sources affecting the City of La Habra. This analysis became part of the Flood Insurance Study published by the Federal Emergency Management Agency in August 1979. That report was revised on September 15, 1989 and the portions which pertain to the La Habra planning area are adopted as part of this document.

The City of La Habra is situated within the South Coastal Hydrologic Study Area as defined by the State Department of Water Resources. The general pattern of drainage flow in the City is from the north and the south towards the center of the City until reaching the channels and/or creeks which transports the water flows in the west and southwest direction. Figure EMP-8 illustrates the location of these drainage systems and condition of the channels.

La Mirada Creek accepts runoff from all of the watershed of La Mirada Canyon in the Puente Hills to the north of the City in La Habra Heights. It trends southwest from the canyon mouth across Whittier Boulevard and crosses the County line leaving the City in the vicinity of La Habra Boulevard. It is an open unlined channel from the north to the west City Boundary.

Coyote Creek has three branches within La Habra. The northern branch enters the City at its northern border at Idaho Street and flows south parallel to Idaho Street until it merges with the main creek channel just north of the northeast intersection of Imperial Highway and Beach Boulevard. The Central branch enters the City at the junction of the northern and eastern City borders, near Esteli Park and flows south to approximately Emery Avenue, where it turns in a westerly direction, parallel to the Southern Pacific Railroad, to Monte Vista Street, then southwesterly to Fashion Square. The Southern branch (also known as Imperial Channel) enters the City at its eastern border approximately 600 feet south of Imperial Highway and flows west adjacent to Imperial Highway to Las Positas elementary school, then northwesterly to Fashion Square. These three branches converge north-easterly of the intersection of Beach Boulevard and Imperial Highway, then flows southwesterly adjacent to Beach Boulevard until it leaves the City.

The three branches of Coyote Creek combines sections of lined and unlined channels through the City. The concern of the City in the future development of the channels includes the following:

- o The requirements that slopes be planted or retained to protect adjacent properties from flood damage.
- o That flood control channels and facilities maintain adequate carrying capacity to sufficiently dispose of projected storm run-off from existing as well as new development.
- o The prevention of public health nuisances such as mosquito breeding habitats or rodent breeding places in flood control facilities.
- o The protection of ecosystems within the established channels where necessary and desirable.
- o The development of recreational trail along the open portions of the channel where possible.

Surface runoff and its attendant problems of erosion, sedimentation and soil seep in hillside areas will continue to be a local problem in years of heavy rainfall. This is the situation in the northern part of the City. Stormwater runoff accepted from La Habra Heights has been an ongoing problem.

Although present flood control improvements and natural drainage courses have adequately handled most peak flows, the effect of any future developments on their carrying capacity should be carefully evaluated. Upgrading of present improvements and installation of special surface or shallow subsurface drainage devices may be needed in the future, particularly in the valley-bottom area south of Imperial Highway and in certain locations in the northern portion of the City.

The City will continue to require, throughout the building permitting process that all new construction and substantial improvements in identified flood hazard areas be elevated or flood-proofed to the level of the 100 year flood in compliance with the minimum standards of the Federal Insurance Act to assure that buildings sites are reasonably free from flooding. (The 100-year flood represents a flood having a one percent statistical chance of occurring in any given year.) Figure EMP-9.

Additional requirements for flood-prone areas must also include: (1) proper anchoring of structures; (2) the use of construction materials and methods that will minimize flood damage; (3) adequate drainage for new subdivisions; and (4) new or replacement utility systems which are located and designed to preclude flood loss, these issues are also addressed in the building permitting process.

POLICE PROTECTION

An important aspect of the delivery of public safety services is the daily need to keep the peace, protect the residents and their property from fire, injury and crime. While emergencies may occur occasionally, requiring the mobilization of all resources, the day to day patrolling, surveillance, enforcement and investigation by the La Habra Police Department is critical to the quality of life and the enjoyment of the public and private property. Schooling, leisure recreation, business, commerce, social services and quality of life all hinge directly upon the ability of the individual to trust public safety services to protect them and keep the peace.

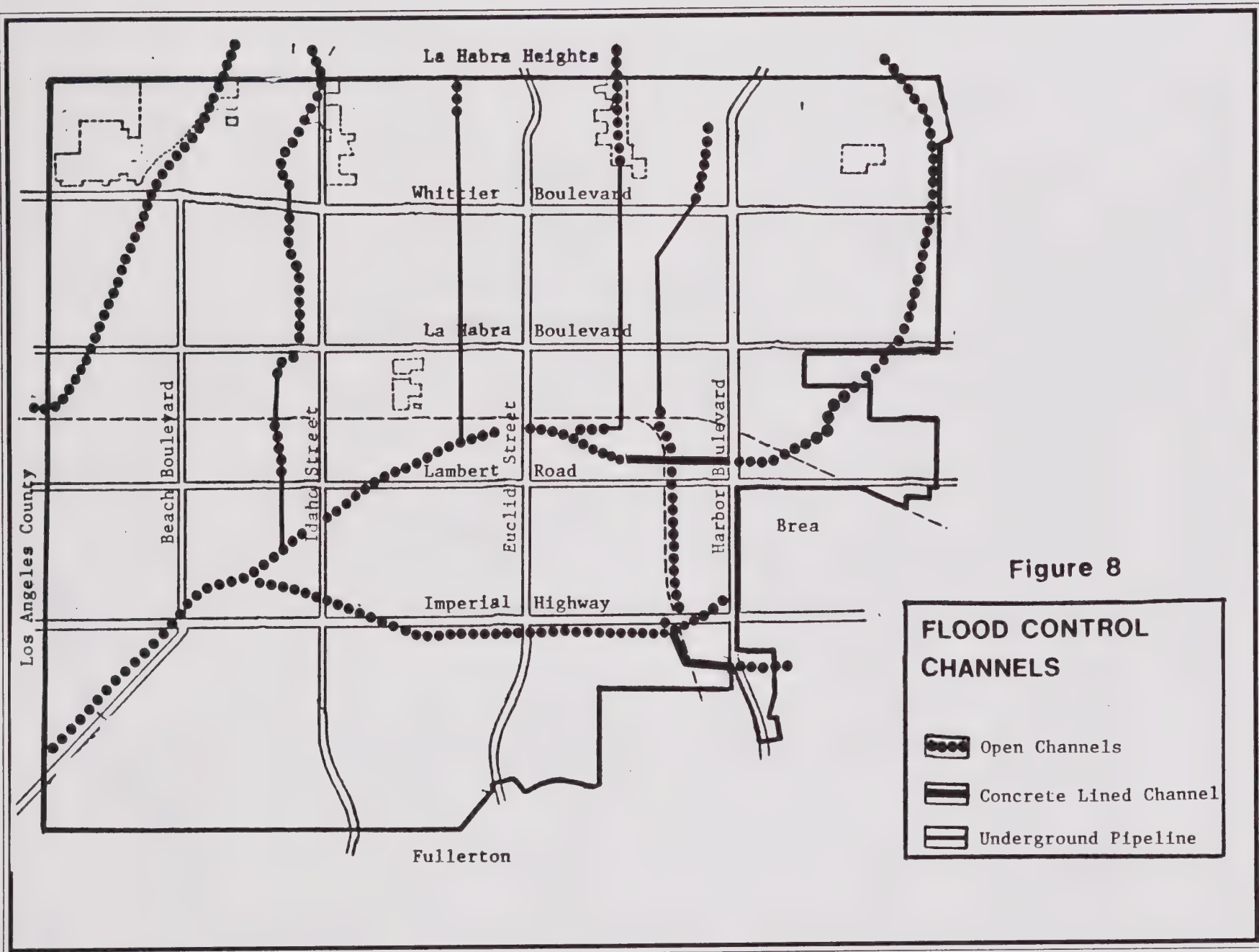
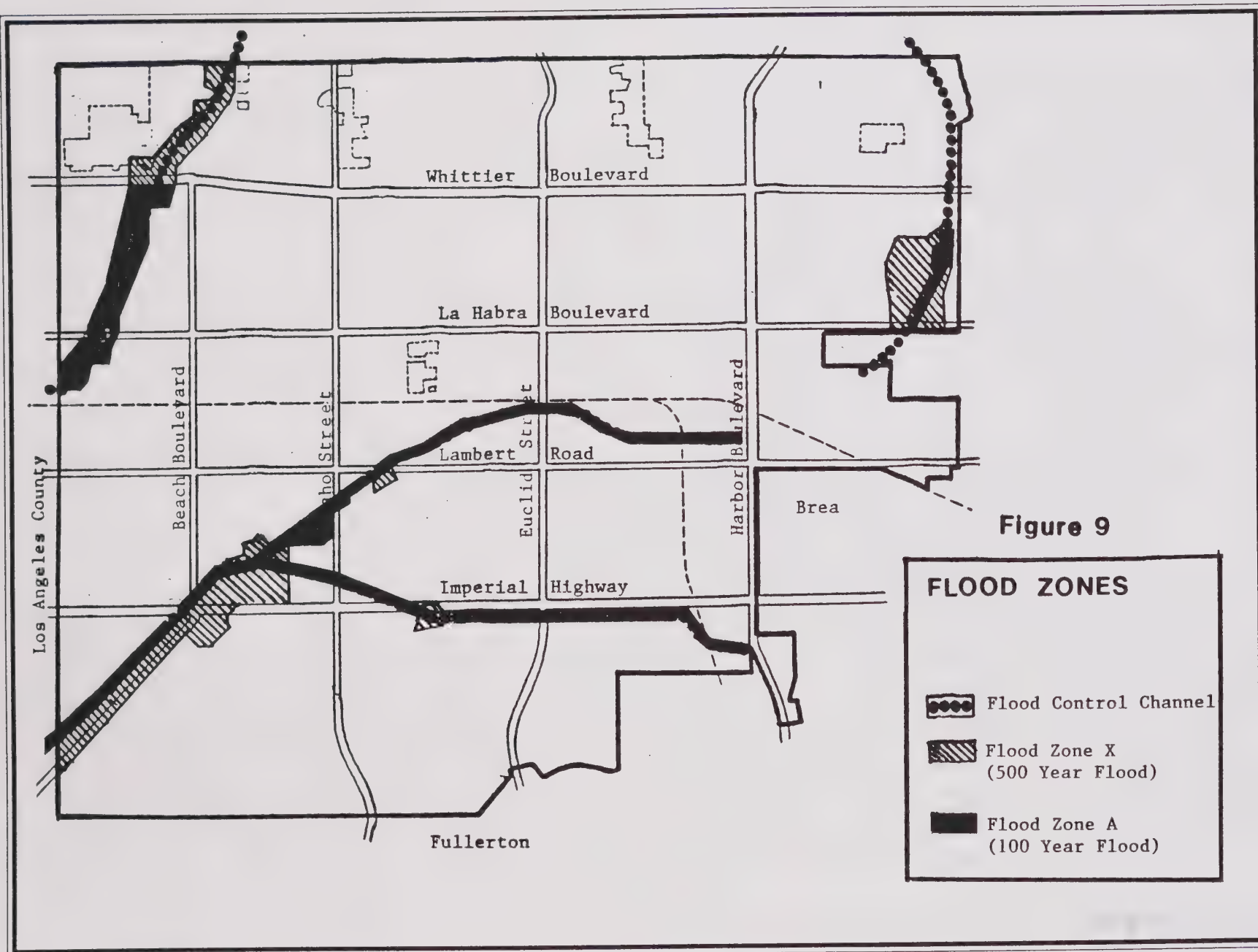


Figure 8



La Habra is fortunate to have a long-standing highly qualified police force consisting of 53 sworn and 26 non-sworn personnel. The Department headquarters is located at 150 North Euclid Street in the Civic Center. Three minute response time on emergency calls is the current standard throughout the City. A ten minute response time is considered optimum for non-emergency calls. The department works closely with other City departments such as Planning and Building to check new development for design which includes sound security equipment and electronics to reduce the losses from burglary by more tightly securing private property. A security ordinance specifying anti-burglary hardware and alarm requirements has been adopted.

A strong element of the department's operation is consultation with businessmen and residents in the community on how to reduce losses from burglary and other illegal activities. Programs such as Neighborhood Watch and making presentations to school children to enlisted members of the community in the fight against crime have been very effective. It will be important to continue and strengthen these programs as the planning horizon for the La Habra General Plan 2020 unfolds.

The Department also is on the cutting edge of finding more efficient ways to use both human and fiscal resources to protect and serve the residents and businessmen of the City. There is anticipated to be little increase in sworn personnel in future years. Technology will continue to play a larger part in the prevention and detection of crimes against lives and property as well as the apprehension of criminals.

FIRE PROTECTION

The City of La Habra maintains its own Fire Department consisting of two strategically located engine companies. These stations permit a response time of under 5 minutes to all parts of the City. Table EMP-8 details the station manning and equipment available around the clock for fire suppression. Fire Department administration, Fire Prevention and Hazardous materials offices are located in City Hall.

The City has entered into automatic aid agreements which can supply backup equipment and manpower for fire suppression activity. Elements are currently in force with Buena Park, Fullerton, Brea, Los Angeles and Orange County Fire Departments. Mutual aid arrangements are also in effect and are activated as required by the chief officers of the Department in an emergency.

The City receives fire calls and dispatches personnel, equipment and activates automatic aid agreements. Both the La Habra Police and Fire Departments are linked to other public safety agencies in the County of Orange through county-wide communications networks.

Table EMP-8

LA HABRA FIRE DEPARTMENT ORGANIZATION AND EQUIPMENT:

STATION	EQUIPMENT	MEN
#1 850 W. La Habra Boulevard	1 Suppression Engine	3
	1 Paramedic Engine	3
#2 520 S. Harbor Boulevard	1 Suppression Engine	3

Source: City of La Habra Fire Department, 1988.

There are two types of fires which the department must deal with, they are urban fires and wild fires. The type occurring within the planning area will be largely of the urban type. The current organization, equipment and manning is geared for low density urban structural fire fighting. The tallest building in the City is currently the Bullocks department store, on Imperial Highway, with its three story building. There are currently nine men plus one battalion chief manning the equipment in the two stations outlined in the Table EMP-8. There are no buildings in the City requiring special fire fighting equipment or manning.

Although there is little potential for unchecked wildfire. There are a number of slopes and exposures which are brush covered within the southern border of the planning area in the Coyote Hills. Surrounding cities do have heavy brush-covered hillsides and steep canyons which together with the homes in such areas create a high wildfire danger for a wide area including parts of La Habra under extreme Santa Ana conditions. Although the La Habra Fire Department would not have a primary responsibility, in an automatic aid role at least one unit would respond to a major wildfire emergency outside the corporate boundaries of La Habra.

In addition to fire fighting the Fire Department is also responsible for Emergency Medical Response. The paramedic engine company operating from Station #1 responds to medical emergencies anywhere in the City. It carries the necessary equipment and personnel trained to be paramedics.

Another important and on-going aspect of any modern fire department operation is fire prevention. This broad term covers a number of continuing operations for reducing fire hazards in the community. Most prominent in this field is the use of engine company and support personnel to conduct regular on-site inspections of private property, both business and residential, throughout the City. Additionally, the personnel of the Fire Prevention Bureau, of the La Habra Fire Department, reviews all development plans for conformance with fire codes and good design to minimize hazards. This important aspect of fire protection will remain during the planning horizon of the La Habra General Plan 2020.

The Fire Department anticipates little change in the manpower or equipment levels during the planning horizon. This position is based upon the expected continued efforts to reduce fire hazards over the planning horizon based upon development trends in the City as well as a number of trends affecting the fire service. The forward-looking policies of the Department can take full advantage of the following:

- o Advances in technology which allow earlier detection, isolation and reporting of fires, particularly communication and annunciation equipment.
- o Introduction and implementation of other preventive measures. These include expanded use of sprinklers, maintenance and expansion of existing water systems by the City to meet increased fire flow needs.
- o The continuing development of fire fighting tactics, training and equipment stressing safety, as well as the use of high technology materials and equipment.
- o The continuing automatic aid agreements with other City Fire Departments acting in a reserve capacity to support the La Habra Fire Department in major emergencies.

HAZARDOUS MATERIALS

In addition to the above mentioned duties the Fire Department is also responsible for the conduct of hazardous materials management. Hazardous materials or waste, could be considered any substance which is potentially damaging to human health or the environment and includes such forms as liquid chemicals, gases and waste oils, and solvents utilized or processed in commercial/industrial uses as well as cleaning solutions and paints commonly used in residential dwellings. The City has chosen to document and manage the use of hazardous materials in the City in accordance with AB 2185 and 2187, the City has been actively gathering data and developing pre-planning strategies for managing "haz/mat" episodes. The County of Orange in concert with the Cities of Anaheim, Santa Ana, Huntington Beach and Newport Beach provide a specially trained and equipped hazardous materials team to respond as needed to incidents under a Joint Powers Authority.

The La Habra Fire Department has identified about 7 percent or 165 of the businesses in the City as definitely using, storing and/or creating hazardous materials. This survey and disclosure process will continue indefinitely so that the community can be safeguarded as much as possible from these dangers. The Fire Department has prepared a Hazardous Materials Response Plan which will protect the community from these hazards. The Fire Department contracts with a private provider to respond to hazardous material incidents for mitigation and clean up of hazardous material spills.

Additionally, the City of La Habra is part of the Northern Region for purposes of the Orange County Hazardous Materials Emergency Response System (OCHMERS) sponsored and developed by the Orange County Fire Chief's Association. The system is basically an operations plan which identifies roles, responsibilities, functions, operations and equipment in the combating of hazardous materials incidents in the County.

The purpose of the system is to organize and coordinate all of the County's resources to respond effectively to hazardous materials incidents. It identifies levels of incidents based upon the toxicity of the materials, size and the conditions of the incidents. It is coordinated with and an integral part of the hazardous materials planning being undertaken by the County of Orange and cities in response to State law requirements. The system when fully implemented and operational will offer a trained, balanced response to a wide range of chemical, biological and radiological incident types.

HAZARDOUS WASTE

Another pressing concern with regards to hazardous materials is the treatment and disposal of hazardous waste. As the growing population continues to produce waste materials, the demand for appropriate treatment and disposal sites increases. Orange County in compliance with AB 2948 - Tanner, is preparing a Hazardous Waste Management Plan (HWMP), yet to be approved by the Department of Health Services (DHS). The Southern California Association of Governments is also preparing a regional plan for the collection and disposal of hazardous wastes. The County plan includes goals and objectives for managing hazardous waste through the year 2000 and includes an implementation program to achieve these goals. Existing and additional hazardous waste facilities are identified in the Plan which also includes an analysis for recycling. The City in compliance with SB 477, will adopt an ordinance requiring all City land use approvals to be consistent with the portions of the County HWMP when approved.

Review of these draft documents indicate that La Habra is not likely to be a potential candidate for a future disposal site due to the minimum distance requirements from residential areas for health and safety purposes and due to the built out nature of the City.

EVACUATION ROUTES

The state planning laws require that the Safety component of general plans in the state of California address the subject of escape or evacuation routes from the City. The City of La Habra is well-served by a network of streets and highways all of which could be depending on the nature of the emergency. It is anticipated that the major mode of transport for large numbers of people from the City would be private automobiles and high occupancy vehicles such as buses and/or rail passenger equipment.

The conditions which would force the evacuation of the City partially or as a whole could be very extreme and long-lived. Such a disaster might include a deadly, long lasting chemical, biological or radiological contamination episode requiring that a large number of persons be evacuated from a wide radius for an extended length of time. Given the nature of land uses and the industrial operations in the City a large scale evacuation seem unlikely. Designated escape routes from the City which are illustrated on Figure EMP-10 indicate the location and lane capacities of such arteries. The contingency of such an evacuation will require a coordinated effort by the appropriate public safety agencies of both the City and County working with the City officials. An Emergency Operation Plan has been adopted by the City which incorporates and coordinates all the facilities and personnel of the City into an efficient organization capable of reacting in the face of any disaster, and to conduct such operations as the nature of the disaster requires, whether it be to combat a local emergency or to assist adjacent jurisdictions should they suffer an emergency.

B. NOISE

Noise, which is defined as unwanted or excessive sound is broadly recognized as a form of environmental degradation when present in excessive quantities. Major sources of noise include vehicular traffic, railroads, aircraft and industrial operations. Of these, vehicular traffic is the most prominent and pervasive source of noise in the City of La Habra. The City is least impacted by aircraft noise as the closest airport to the City is 2.25 miles away. In order to evaluate projected levels of noise exposure in the City over the years of the planning horizon, it is first helpful to present a brief introduction to the subject of noise.

NOISE MEASUREMENTS AND STANDARDS

Although the range of frequencies audible to the human ear is usually 20 Hz to 20,000 Hz, actual sensitivity to frequencies varies greatly. Table EMP-9 gives definitions for some of the more common technical terms used in describing noise and related phenomenon. The human ear is much more sensitive to frequencies in the middle of the band (around 1,000 Hz), than it is to frequencies nearer to either end of the audible spectrum. Due to this characteristic a scale of measurement (dBA) has been developed which de-emphasizes both extreme high and low frequencies when determining the perceived loudness of a noise source.

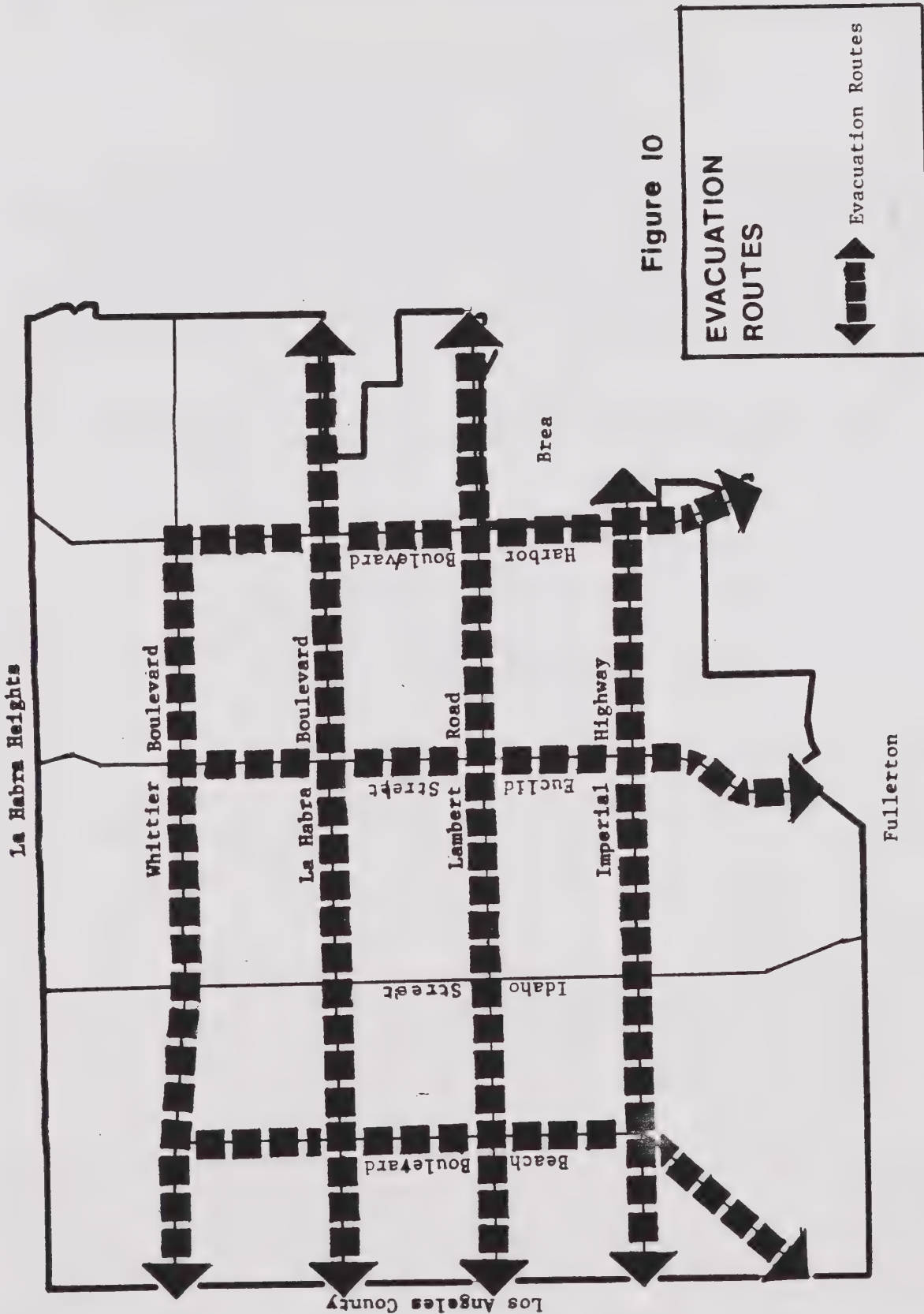


Figure 10

Using the dBA scale as a base, different forms of measurement have been developed which attempt not only to measure noise levels, but also to adjust those levels according to their duration, frequency and time between single noise events. With this goal in mind, the State of California has developed the Community Noise Equivalent Level (CNEL) which weighs noise events occurring during the evening (7:00 p.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) hours 5 and 10 dBA, respectively, heavier than daytime (7:00 a.m. to 7:00 p.m.) events due to increased sensitivity to noise during those periods. The Federal Environmental Protection Agency (EPA) has developed a similar measure which is referred to as Ldn or day-night average noise level. Noise levels expressed as Ldn values are essentially identical to CNEL's, the only distinction being that Ldn does not differentiate between day and evening noise levels. Since the Plan includes a noise section which expresses noise levels in terms of CNEL, that scale has been utilized in the preparation of this plan. Noise levels expressed in CNEL are illustrated in the same manner as topographic elevations, that is, with contours. These contours identify CNEL levels that are considered environmentally significant.

Methodology and Application to Noise Environments in La Habra

The methodology developed for the preparation of the noise element or components in the General Plan Guidelines call for a 12 step process. Davy & Associates was retained to apply this methodology for the General Plan update. The activities included collecting the data, preparing an exterior acoustical analysis which meets the requirements of the Guidelines and State statutes. This report is found in Appendix B.

Street Design Information

The first step in the detailed noise analysis is to collect and array street design information. Median width, number of traffic lanes, width of parking lanes, road gradients and posted speed limits constitute the important pieces of information.

Traffic Volumes and Projections

The next step was to array traffic volumes on the major streets with the information and judgment indicating potential noise problems. Much of this information has been supplied by the City of La Habra and the County of Orange in their transportation planning activities. The current volumes were taken from the La Habra City Traffic Study conducted in 1986. Traffic volumes for the year 1995 were gathered from projections from the North Orange County Corridor Study recently prepared by the Environmental Management Agency of the County.

This information is used as the base from which future increases based upon development growth and patterns of travel will be calculated. These levels of use of the streets and highways, then when combined with their characteristics can be modeled for noise emissions using a computer model developed by the Federal Highway Administration and widely used for this type of analysis. The model predicts noise thresholds expressed in CNEL. In this manner, existing conditions can be compared with the future conditions most probably to be encountered. There are a number of variables in the model which is based upon modeling at specific locations on the street system and other noise emitters. These include:

Table EMP-9

Definitions of Noise Terms

Decibel, dB: A unit of measurement describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).

A-Weighted Level: The Sound pressure level in decibels as measured on a sound level meter using the A-weighting filter deemphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and give good correlation with subjective reactions to noise.

L10: The A-weighted sound level exceeded ten percent of the sample time. Similarly, L50, L90 etc.

Leq: Equivalent energy level. The sound level corresponding to a steady state sound level containing the same total energy as a time varying signal over a given sample period. Leq is typically computed over 1, 8, and 24-hour sample periods.

CNEL: Community Noise Equivalent Level. The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7 p.m. to 10:00 p.m. and after addition of 10 decibels to sound levels in the night from 10 p.m. to 7 a.m.

Ldn: Day-Night Average Level. The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of 10 decibels to sound levels in the night after 10 p.m. and before 7 a.m.

Note: CNEL and Ldn represent daily levels of noise exposure averaged on an annual basis, while leq represents the equivalent energy noise exposure for a shorter time period, typically one hour.

Noise Contours: Lines drawn about a noise source indicating constant levels of noise exposure. CNEL and Ldn are the metrics utilized hereing to describe community exposure to noise.

Ambient Noise: The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Intrusive Noise: That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurance, and tonal or information content as well as the prevailing noise level.

Noisiness Zones: Defined areas wihtin a community wherein the ambient noise levels are generally similar (within a range of 5 dB, for example). Typically, all other things being equal, sites within any given noise zone will be of comparable proximity to major noise sources. Noise contours define different noisiness zones.

Table EMP-10

CALCULATED LOCATIONS OF EQUAL NOISE LEVEL CONTOURS - 1987

	<u>CNEL 70</u>	<u>CNEL 65</u>	<u>CNEL 60</u>
<u>BEACH BLVD.</u>			
Imperial to Lambert	71'	300'	1030'
Lambert to Whittier	50'	232'	810'
<u>WHITTIER BLVD.</u>			
Beach to Walnut	65'	280'	970'
Walnut to Euclid	40'	198'	710'
Euclid to Harbor	45'	213'	750'
<u>HARBOR BLVD.</u>			
Whittier to Lambert	44'	210'	740'
Lambert to Imperial	40'	195'	700'
<u>IMPERIAL BLVD.</u>			
Harbor to Beach	113'	435'	1470'
<u>LAMBERT ROAD</u>			
Beach to Euclid	43'	215'	760'
Euclid to SPRR	21'	130'	480'
SPRR to Harbor	23'	145'	540'
<u>LA HABRA BLVD.</u>			
Beach to Idaho	33.5'	155'	550'
Idaho to Harbor	8.5'	83'	325'
<u>IDAHO STREET</u>			
Whittier to La Habra	-	25'	125'
La Habra to Las Lomas	-	50'	220'
Las Lomas to Imperial 10'	19.5'	105'	385'
<u>EUCLID AVENUE</u>			
Whittier to La Habra	-	35'	150'
La Habra to Imperial	4'	67'	275'

Table EMP-11

CALCULATED LOCATIONS OF EQUAL NOISE LEVEL CONTOURS - 1995

	<u>CNEL 70</u>	<u>CNEL 65</u>	<u>CNEL 60</u>
<u>BEACH BLVD.</u>			
Imperial to Lambert	92'	365'	1240'
Lambert to Whittier	80'	328'	1120'
<u>WHITTIER BLVD.</u>			
Beach to Walnut	80'	325'	1125'
Walnut to Euclid	52'	238'	840'
Euclid to Harbor	52'	240'	835'
<u>HARBOR BLVD.</u>			
Whittier to Lambert	68'	290'	1000'
Lambert to Imperial	81'	335'	1150'
<u>IMPERIAL BLVD.</u>			
Harbor to Beach	-	-	-
<u>LAMBERT ROAD</u>			
Beach to Euclid	70'	296'	1030'
Euclid to SPRR	46'	213'	740'
SPRR to Harbor	55'	255'	890'
<u>LA HABRA BLVD.</u>			
Beach to Idaho	30'	140'	500'
Idaho to Harbor	13'	98'	375'
<u>IDAHO STREET</u>			
Whittier to La Habra	-	30'	140'
La Habra to Las Lomas	15'	106'	401'
Las Lomas to Imperial 10'	35'	160'	565'
<u>EUCLID AVENUE</u>			
Whittier to La Habra	6'	59'	230'
La Habra to Imperial	32'	164'	230'

- o distance to the highway,
- o number of lanes,
- o center median width,
- o elevation to the receiving location,
- o total daily vehicle count,
- o percentage of trucks in the total count,
- o slope of the highway, and
- o distance and elevation from receiver to acoustical barriers.

Using the computer model, CNEL values were determined for the identified roadways. The calculations were repeated at enough distances to determine the location of the 70 CNEL contour, the 65 and 60 CNEL contours for the two points in time - 1986 and 1995 - based upon the traffic volumes and the other factors. The results of these calculations are summarized in Tables EMP-10 and EMP-11 for the two years. All distances are measured from the centerline of the roadway.

To confirm the value of these calculations and noise contours, noise monitoring was conducted for a sampling of 4 sites on the major streets which are significant noise sources. Table EMP-12 illustrates the distance of noise contours from the roadway centerlines for each of four sites. The calculated (computer model) distances are shown together with the measured CNEL. These measurements were taken during November 1986 at times generally considered to be peak noise hours. The measuring devices translate the data directly into the CNEL values which can then be compared to the data generated by the computer model.

As reported in Appendix A, all the measurements indicated that the computer modeling for the contour development were well within the tolerances (1-3db) for the accuracy and needs of the noise component.

Table EMP-12

MEASURED AND CALCULATED CNEL VALUES IN dB			
Roadway	Distance to Centerline	Calculated CNEL	Measured CNEL
Beach Boulevard	71'	70 dB	69 dB
La Habra Boulevard	34'	70	71
Whittier Boulevard	65'	70	71
Imperial Highway	113'	70	72
SOURCE : Davy & Associates, Dec. 1987			

For purposes of the Environmental Management Plan as part of the La Habra General Plan 2020, projecting data to the year 2020 would not be prudent for a variety of practical technical and planning reasons. Nonetheless, the goals, policies, program strategies and objectives for containing and treating noise pollution in the community for 1995 conditions will be more lasting than the data and less susceptible to change over the planning horizon. Consistent efforts in one direction in policy implementation are necessary for the environmental well-being of the City and its residents.

EFFECTS OF NOISE

The source of noise for major noise emission sources in the City are shown on the Noise Contours Map for 1995 (Figure EMP-11). From the map and diagram it can be easily seen that the arterial streets affect their surroundings by generating traffic noise, including some areas within the 70 CNEL contour which is considered the maximum tolerable by adopted standards even for commercial uses. Table EMP-13 illustrates measurements of the noise levels of common noises.

Figure EMP-12 illustrates the locations where there are significant noise intrusions into residential portions of the community. These intrusions are based upon the measurement and modeling data using the relationships found in Table EMP-16, Land Use Compatibility for Noise Environments.

Major revisions in the California Vehicle Code have done much to lower the vehicle noise level limits by adding restrictions and regulations affecting test procedures, exhaust standards, and even noise standards for tires. The California Highway Code defines "acceptable" noise levels of vehicles at a drive-by distance of 50 feet from the centerline of travel lane, as shown in Table EMP-14.

TABLE 13

CALIFORNIA HIGHWAY CODE VEHICLE NOISE LEVEL

VEHICLE TYPE	NOISE LEVEL
Trucks and Motorcycles - State Law Maximum	90 dB(A)
Acceleration - Muffled Diesel Trucks	87 dB(A)
Cars & Pickups - State Law Maximum	86 dB(A)
Acceleration - "Quiet Truck"	83 dB(A)
Muffled Diesel Trucks*	80 dB(A)
"Quiet Diesel Truck"	79 dB(A)
California's 1968 Goal for all Vehicles	70 dB(A)
Unmodified Sedan	65 dB(A)

*Unmuffled Diesel Trucks have been measured at 105 dB(A)

Source: California Vehicle Code

Table 14

Noise Levels of Common Sounds

Threshold of feeling/ pain	120	Rocket engine, Ram jet Turbojet, 7,000 pounds thrust
Deafening		Propeller aircraft Boiler factory
	110	Nearby riveter, drop hammer, thunder
	100	Subway and elevated trains
Very loud		Woodsaw, punch press
	90	Loud street noises Noisy factory, screw machine Pneumatic drill
	80	Police whistle, portable sander
Loud		Noisy office Average traffic
	70	Normal radio Average factory
	60	
Moderate		Noisy home
	50	Average office Ordinary conversation Quiet radio
	40	
Faint		Quiet home
	30	Private office Average auditorium Quiet conversation
	20	
Very faint threshold of audibility	10	Rustle of leaves Whisper Soundproof room
	0	

SOURCE: Medical & Legal Consequences of Noise Pollution, AMF
Beaird, Inc., May, 1970.

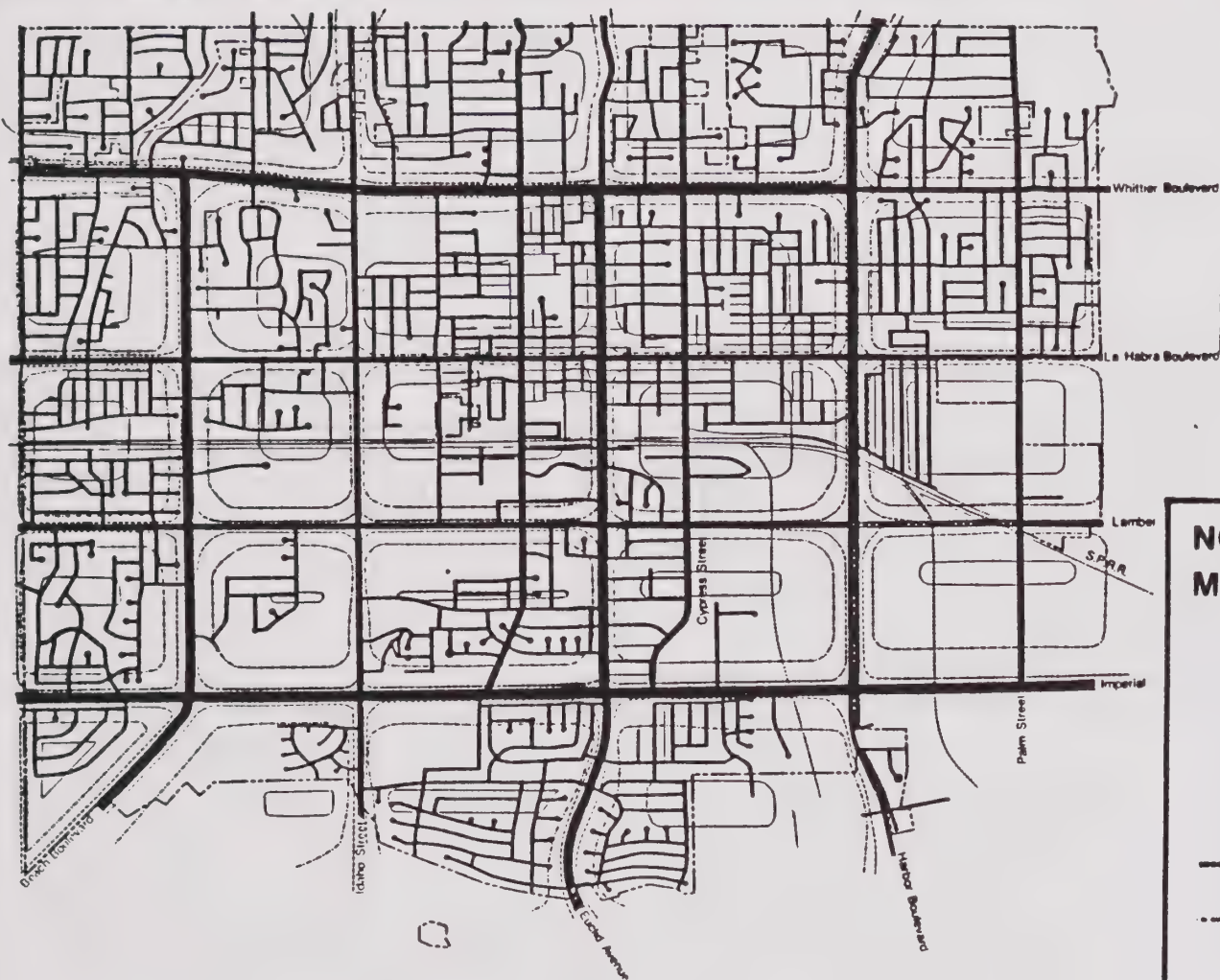


Figure 11

NOISE CONTOUR MAP


Legend




- 60 CNEL CONTOUR
- - - 65 CNEL CONTOUR
- 70 CNEL CONTOUR

The differences between the 1986-7 contour calculations and those of 1995 are slight and do not warrant illustration.

Figure 12

SIGNIFICANT NOISE INTRUSION

 Areas of potential noise intrusion into residential areas as delineated on the scale above as higher than 65 CNEL

-  70 CNEL CONTOUR
-  65 CNEL CONTOUR
-  60 CNEL CONTOUR



IMPACTS OF NOISE

There are two types of noise impact which need to be identified and treated separately in a policy sense. These impacts are short and long-term in nature, as discussed in the following text.

Short Term: There will be from time to time increases in noise levels within the City during construction, particularly in conjunction with grading and other site preparation activities on various public and private development projects. Typical noise levels produced by various types of construction equipment have been determined by the EPA and are presented in Table EMP-15. Construction activities are anticipated to continue intermittently throughout the City during the planning horizon.

Long Term: Long term effects of urban activity will continue to escalate the impact of noise emissions from sources outside the City. Aircraft noise is intermittent, and not susceptible to measurement or control by the City. Noise from rail operations is also infrequent and is not a significant source of noise in the community.

The proposed La Habra General Plan 2020 if fully implemented will result in some increases in traffic related noise levels along major roadways in the City. Traffic increases due to the long term growth of traffic volumes will increase CNEL noise levels adjacent to streets in the Project area by about 1-3 decibel(s).

Over time this increase will not be perceptible to persons working, living or shopping in the area because of the existing noise impaction and its small amount of increase. It will slightly increase the width of the clearly or normally unacceptable zones for the various uses under consideration in the City adjacent to major arterial streets. A close study of general plan noise contours projected for 1995 reveals small changes from the existing situation (Appendix B).

Table EMP - 15

Noise levels of Construction Equipment			NOISE LEVEL (dba) at 50 ft						
			60	70	80	90	100	110	
Equipment Powered by Internal Combustion Engines	Earth Moving	Compactors (rollers)							
		Front Loaders							
		Backhoes							
		Tractors							
		Scrapers, Graders							
		Pavers							
		Trucks							
	Materials Handling	Concrete Mixers							
		Concrete Pumps							
		Cranes (moveable)							
		Cranes (derrick)							
	Stationary	Pumps							
		Generators							
		Compressors							
Impact Equipment		Pneumatic Wrenches							
		Jack Hammers, Rock Drills							
		Pile Drivers (peaks)							
Other		Vibrator							
		Saws							

SOURCE: EPA, 1971

LAND USE COMPATIBILITY AND NOISE

The Noise Component of the Environmental Management Plan of the La Habra General Plan 2020 adopts the State Department of Health Services noise standards for clearly acceptable, normally acceptable, normally unacceptable and clearly unacceptable noise levels for a variety of land uses. These standards are delineated in Table EMP-16 and are based on Community Noise Equivalent Levels.

The noise element also recognizes the State Commission of Housing and Community Development standard that the interior noise levels attributable to exterior sources shall not exceed an annual CNEL of 45 dBA in any habitable room of a proposed development. For sites which have an exterior CNEL level of 65 dBA or above due to its location adjacent to noise emission source such as a major street thoroughfare, or other noise sources, it is common practice to require an acoustical analysis showing that the buildings have been designed to limit intruding noise to an annual CNEL level of 45 dBA.

Attenuation or reduction includes a variety of measures to reduce noise levels. This can include shielding or separating the impacted environment from the noise source, removing the impacted use from the effect of the noise, changing the character or intensity of the noise source itself, or a combination of these measures. Other less sensitive land uses, however, can be located in higher zones of noise emissions according to these same standards as indicated in Table EMP-16.

Table EMP-16

Land Use Compatibility for Noise Environments

LAND USE CATEGORY	55	60	65	70	75	80	85
RESIDENTIAL - LOW DENSITY SINGLE FAMILY, DUPLEX, MOBILE HOMES							
RESIDENTIAL - MULTI. FAMILY							
TRANSIENT LODGING HOTELS, HOTELS							
SCHOOLS, LIBRARIES, CHURCHES, HOSPITALS, NURSING HOMES							
AUDITORIUMS, CONCERT HALLS, AMPHITHEATRES							
SPORTS ARENA, OUTDOOR SPECTATOR SPORTS							
PLAYGROUNDS, NEIGHBORHOOD PARKS							
GOLF COURSES, RIDING STABLES, WATER RECREATION CEMETERIES							
OFFICE BUILDINGS, BUSINESS COMMERCIAL AND PROFESSIONAL							
INDUSTRIAL, MANUFACTURING UTILITIES, AGRICULTURE							

NORMALLY ACCEPTABLE [Pattern]

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

CONDITIONALLY ACCEPTABLE [Pattern]

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

NORMALLY UNACCEPTABLE [Pattern]

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

CLEARLY UNACCEPTABLE [Pattern]

New construction or development should generally not be undertaken.

SOURCE : Noise Element Guidelines, Appendix A, General Plan Guidelines State of California, 1987.

III. MAJOR ISSUES AND PRELIMINARY POLICY DIRECTION

Effects of Man-made Hazards on the Urban Environment

Man-made hazards are distinguished from natural hazards by the fact that man has created or caused the chain of events leading to an "effect" or "episode". These episodes could take many forms and could occur independently or in concert with other emergencies.

Major Urban Emergencies

1. A major urban structural fire which could place a number of lives in jeopardy as well as personal property. When climatic conditions are right, i.e., strong Santa Ana winds, fire can quickly spread even in developed urban areas especially those with heavy landscaping or brush covered slopes.
2. A major riot or episode of unlawfulness which could be linked to other events or episodes such as looting after an earthquake, breakdown of law and order or overload of law enforcement agencies.
3. A major accident occurring by virtue of transporting people in vehicles, rail or airliner.
4. A spill or release of hazardous materials either enroute or "on site" which endangers human health over a wide area.
5. The aftermath of a major, large scale natural disaster which compounds or "triggers" related "episodes" both natural and man-made. This cumulative effect often overloads public safety agencies to a greater degree than the response to the original disaster or event.
6. Failure of a major urban structure such as a dam, levee, powerplant building(s) storage tanks, underground pipelines or other facilities thus trapping and endangering people and property.
7. An act of aggression or sabotage on the part of a foreign power, insurgent group or individual which could seriously threaten the entire community before public safety agencies could react to contain or suppress the threat.
8. A major epidemic of communicable diseases which result in the spreading of sickness and death of persons before effective containment and suppression.

Non-Emergency Urban Environmental Hazards

There are two non-emergency problems or conditions which are none the less serious but only become so after a substantial period of exposure. These are important enough for the long term to be dealt with in the Environmental Management Plan. These non-emergency problems include air quality and noise.

Man-made Hazardous Accidents and Activities

There are man-made hazards such as the possibility of train wreck, airplane crashes, and other lesser hazards on the transportation systems particularly where hazardous materials spill or leak may cause evacuation and a major emergency response. The burgeoning use of hazardous materials or including storage, use, transfer, and disposal has now created new major potential for life threatening emergencies. The disclosure of quantities, materials location and management of hazardous materials is now required by state law. With such disclosure, pre-planning efforts to prepare the correct emergency response can be implemented.

An important aspect of the implementation of this component is creating public awareness and interest on the part of each individual in protecting themselves and their property from both types of hazards as well as cumulative disasters.

APPENDIX A

TECHNICAL REPORT

INTRODUCTION

General Statement, Authorization and Scope

As authorized by the City Council of the City of La Habra, we have prepared the Seismic Safety Element of the General Plan in accordance with the latest State guidelines (issued by the Council on Intergovernmental Relations, dated September 20, 1973) which includes the following study scope:

1. A detailed review of earth-science data available from past and current literature and from our file of case histories for the City of La Habra.
2. Stereoscopic study of time-lapse aerial photographs of the City (1928 to 1970), from the Fairchild collection, and from the City Planning Department and other sources.
3. Field reconnaissance, particularly of problematic areas.
4. Analysis of soil and groundwater data from numerous boring and well logs.
5. Evaluation of major faults and epicentral areas.
6. Preparation of illustrations to portray the nature of the geotechnical conditions.
7. Preparation of the Seismic Safety Element, with pertinent input for the related elements of Environmental Management Plan.

The geotechnical findings and recommendations developed in this report not only relate to the Seismic Safety Element, but also provide relevant input for the related General Plan elements, such as the Safety, Conservation, and Open Space Elements, which are part of the mandatory elements required by provisions of the Government Code (starting with Section 65300).

The study area includes the area encompassed by the present City limits, plus additional unincorporated acreage (within the City's sphere of influence) in the Coyote Hills, and also at the east edge of the City (east of the intersection of Harbor Boulevard and Lambert Road). The study limits and existing City boundaries are shown on Plate 2.

Cultural Aspects - Regional Setting

Incorporated in 1925, the City of La Habra comprises approximately 6.24 square miles and has a population of approximately 44,000. Since its early rural beginning, when plantings of citrus and avocados dominated the landscape, the City has been transformed into a modern residential, commercial and industrial community. At present, only approximately 15 percent of the City remains undeveloped. Typically, growth has most recently encroached into the hillside terrain, primarily along the foot of the Coyote Hills at the south edge of the City. This borders the 700-acre Standard Oil Company property, within the study area, on which the West Coyote Oil Field is developed.

Topographically, the major portion of the City is nearly level to gently rolling terrain within the La Habra Basin, situated between the Puente Hills on the north and the Coyote Hills on the south. Details of the topography are shown on the base map of Plate 2.

FAULT CLASSIFICATION AND SURFACE RUPTURING

Definition

Faults, on their basis of state of activity, are generally classified either active or inactive. An active fault, as defined by the State Mining and Geology Board, is one which has moved within Holocene time (about the last 11,000 years), resulting in either activity or surface rupturing, or both. All older faults are considered inactive.

Others, including the Association of Engineering Geologists, because of difficulties in determining the precise age of faulting or faulted formations, have adopted another classification. Under this classification, an active fault is limited to one which exhibits historic activity (such as the San Andreas, Newport-Inglewood and San Jacinto faults). Potentially active is applied to faults which do not have evidence of historic activity, but exhibit other geologic evidence of movement in the prehistoric past, but no older than earliest Pleistocene (approximately 1.0 to 2.5 million years before present). All older faults (without recognized offset or activity of Pleistocene age or younger) are considered inactive.

Because of the nature of the faulting within the study area, the latter classification of faults is considered the more appropriate of the two, and has been adopted for the purposes of this report (refer to Plates 2 and 2A).

Whittier Fault - General

Over the years there has been considerable controversy among many southern California geologists with regard to the level of activity of the Whittier fault located at least 1,900 feet north of the City. Some prominent investigators consider it inactive, in the sense that it will not be associated with even moderate earthquakes or surface rupturing. Others feel that it is an active fault capable of generating earthquakes up to Magnitude 6.5 (with associated surface rupturing) anytime in the near future.

The Whittier fault is known to displace upper Pleistocene sediments (which in places might be as young as 10,000 years or even younger) in the general Puente Hills-Whittier area. However, it has nowhere been observed to disrupt the Recent alluvium of the present drainage system.

One recent study, however, has suggested that between Tonner and Brea Canyons (6 miles east of La Habra Civic Center) one branch may have displaced Holocene (less than 11,000 years old) soil deposits. Overall, the preponderance of geological evidence would seem to indicate that the Whittier fault was most active during the Late Miocene and Pliocene epochs and that it has probably not been as active since the Late Pleistocene (circa 10,000 years ago).

Whittier Fault-Microseismic and Survey Investigations

A recent study utilizing sensitive seismic instruments has identified numerous small earthquakes (only one of which was strong enough to be even noticed by residents of the area) that occurred between 3 and 4 miles deep at points that generally coincide with the subsurface projection of the Whittier fault. Thus, it appears that the Whittier fault is exhibiting some (microseismic) activity at depth.

Although it is not possible to draw precise conclusions from this microseismic activity in terms of the possible magnitude of future damaging earthquakes, it would lead to the general conclusion that the Whittier fault should be considered potentially active.

Other Local Faults

Numerous very significant, but regionally less important, faults are present within the Coyote Hills (see Plate 2). All but one of these, since they offset formations of Pleistocene age, are considered potentially active. The exception is a north-south trending fault located generally south of the end of Idaho Street. It is considered active because of movement which occurred along it in early October 1968. Differential offset across the fault amounted to approximately 3 inches maximum. Although

two small earthquakes occurred during the probable period of movement, none was within 15 miles of the fault. No recurrence of movement has apparently taken place along the fault since 1968.

All of the faults within the Coyote Hills are of such length and orientation that indicate them to be of secondary importance to such major faults as the Whittier-Elsinore, Newport-Inglewood, and San Andreas, in terms of generating major earthquakes. They are quite significant, however, because of their apparent surface rupture potential. Many similarities in geologic setting exist between the Coyote Hills and the Baldwin Hills, where fault movement has been related to petroleum withdrawal and resulted in failure of a reservoir.

Two other faults of lesser importance project just into the north edge of the City. Neither appears to be directly related to the Whittier fault zone; one is classified potentially active and the other inactive, based on the available data. Because of their proximity to the Whittier fault zone, however, there is a remote possibility of sympathetic movement occurring on one or both of these faults, if a moderate to major earthquake were to occur along the Whittier fault.

Approximately 1,200 feet south of the City is the conjectured location of the Norwalk fault, coinciding with the south edge of the Coyote Hills (see Figure 2). Although there is apparently substantial subsurface data for the existence of the fault southwest of the City, as well as the occurrence of a 4.7 magnitude earthquake in 1929 (reportedly on subsurface projection of the fault trace), there seems to be a lack of consensus as to its location or even its existence in an easterly direction, toward Fullerton. Regardless of its exact location or total length, however, the Norwalk fault deserves appropriate recognition in the seismic evaluation for the City of La Habra.

SEISMIC ANALYSIS

Emphasis of Analysis

A City's geologic environment, coupled with its particular history of urban development (i.e. stage of growth, age, type and location of buildings, and established zoning patterns) determines the relative emphasis of seismic aspects. For example, in the City of La Habra, the likelihood of "high-rise" construction in the near future is remote, because of present zoning restrictions and the absence of demand for such buildings. An in-depth analysis into soil dynamics and seismic response spectra would be necessary to evaluate the design of high-rise buildings, but does not appear appropriate for La Habra. Likewise, special emphasis on identification of structural hazards and disaster planning appears to be unnecessary in view of the geologic and seismic setting, and considering the age and type of existing buildings.

The compatibility of existing land uses with the seismic setting and possible rezoning for higher uses will require appropriate attention.

Because the City is at least 85% developed, the careful formulation of land use policies and development regulations for safe future development in the remaining 15%, as well as in the additional undeveloped acreage which may be acquired through annexation, deserve the greatest emphasis in the present seismic analysis. Thus both the general characteristics of the earthquake shaking hazard (throughout the City) and the fault rupture potential (principally in the Coyote Hills) are the primary seismic factors to be evaluated.

Regional Seismicity and Earthquake History

It is generally well known that California, with its many active faults, is one of the most earthquake-prone regions of the United States. Within the southern California area alone, several hundred earthquakes (ranging from about 1 to 6 Richter magnitude) have been recorded since measuring instruments were installed. A listing of prominent earthquakes in California since 1769 is presented in Table 1; those earthquakes in the

southern California region having a magnitude of 6.0 and greater are shown on Figure 1. The faults and earthquake epicenters most pertinent in evaluating the seismic shaking hazard in the City of La Habra are shown on Figure 2, the Seismic Index Map of Los Angeles Basin. The epicenters shown are for earthquakes greater than 4.0 magnitude, occurring between 1934 and March, 1973. Many of these, depending on their distance, were large enough to be felt in the City.

Less well known, perhaps, is the fact that not all sites within a given area are subject to the same degree of seismic risk. Indeed, each community or subarea within a city requires individual evaluation of its own unique set of seismic parameters to determine relative risk or hazard ratings. Each area, therefore, will have a corresponding impact on land-use planning.

The City of La Habra is located in an area of "average" or "moderate" earthquake risk, in terms of the overall earthquake activity and susceptibility of the Los Angeles Basin.

Prominent earthquakes in California, 1769 through September 1971

(Intensity VIII and above)

	Date	Region	Richter Magnitude	Modified Mercalli Intensity
28	Jul 1769	Los Angeles region	*	
8	Dec 1812	Southern California		VIII-IX
21	Dec	Off coast of southern California		X
10	Jun 1836	San Francisco Bay		IX-X
	Jun 1838	San Francisco region		X
10 or				
11	Jul 1855	Los Angeles County		VIII
9	Jan 1857	Near Fort Tejon	Possibly 8	X-XI
26	Nov 1858	San Jose		VIII
12	Nov 1860	Humboldt Bay		VIII
3	Jul 1861	Near Livermore		VIII
1	Oct 1865	Fort Humboldt-Eureka area		VIII-IX
8	Oct	Santa Cruz Mountains		VIII-IX
21	Oct 1868	Hayward		IX-X
26	Mar 1872	Near Lone Pine	Possibly 8	X-XI
19	Apr 1892	Vacaville		IX
21	Apr	Winters		IX
4	Apr 1893	Northwest of Los Angeles		VIII-IX
20	Jun 1897	Near Hollister		VIII
14	Apr 1898	Mendocino area		VIII-IX
22	Jul 1899	San Bernardino County		VIII
25	Dec	San Jacinto-Hemet area		IX
27 &				
31	Jul 1902	Santa Barbara County		VIII
18	Apr 1906	San Francisco region	8.3	XI
18	Apr	Brawley, Imperial Valley	6 to 6.9	VIII
28	Oct 1909	Humboldt County	6+	VIII
11	Jan 1915	Los Alamos		VIII
22	Jun	El Centro-Calexico-Mexicali area	6.25	VIII
21	Apr 1918	San Jacinto-Hemet area	6.8	IX
21	Jun 1920	Inglewood		VIII
10	Mar 1922	Cholame Valley	6.5	IX
29	Jun 1925	Santa Barbara area	6.3	VIII-IX
22	Oct 1926	Monterey Bay	6 to 6.9	VIII
20	Aug 1927	Humboldt Bay		VIII
4	Nov	West of Point Arguello	7.5	IX-X
25	Feb 1930	Westmorland	5.0	VIII
1	Mar	Brawley	4.5	VIII
6	Jun 1932	Humboldt County	6.4	VIII
10	Mar 1933	Near Long Beach	6.3	IX
7	Jun 1934	Parkfield	6.0	VIII
18	May 1940	Imperial Valley	7.1	X
30	Jun 1941	Santa Barbara-Carpinteria area	5.9	VIII
15	Mar 1946	North of Walker Pass	6.25	VIII
29	Jul 1950	Imperial Valley	5.5	VIII
21	Jul 1952	Kern County	7.7	XI
22	Aug	Bakersfield	5.8	VIII
25	Apr 1954	East of Watsonville	5.25	VIII
21	Dec	Eureka	6.6	VII
8	Apr 1968	Northeast San Diego County	6.5	VII
1	Oct 1969	Santa Rosa	5.7	VII-VIII
9	Feb 1971	San Fernando	6.6	VIII-XI

* The Richter magnitude scale was not devised until 1931. If values appear in this column for earthquakes which occurred prior to that date, the magnitudes were determined as follows: 1) if given to the nearest tenth, the records of older instruments were correlated with records of instruments now in use; 2) otherwise, historical records of intensity were used to estimate magnitude.

Source: California Geology, California Division of Mines & Geology

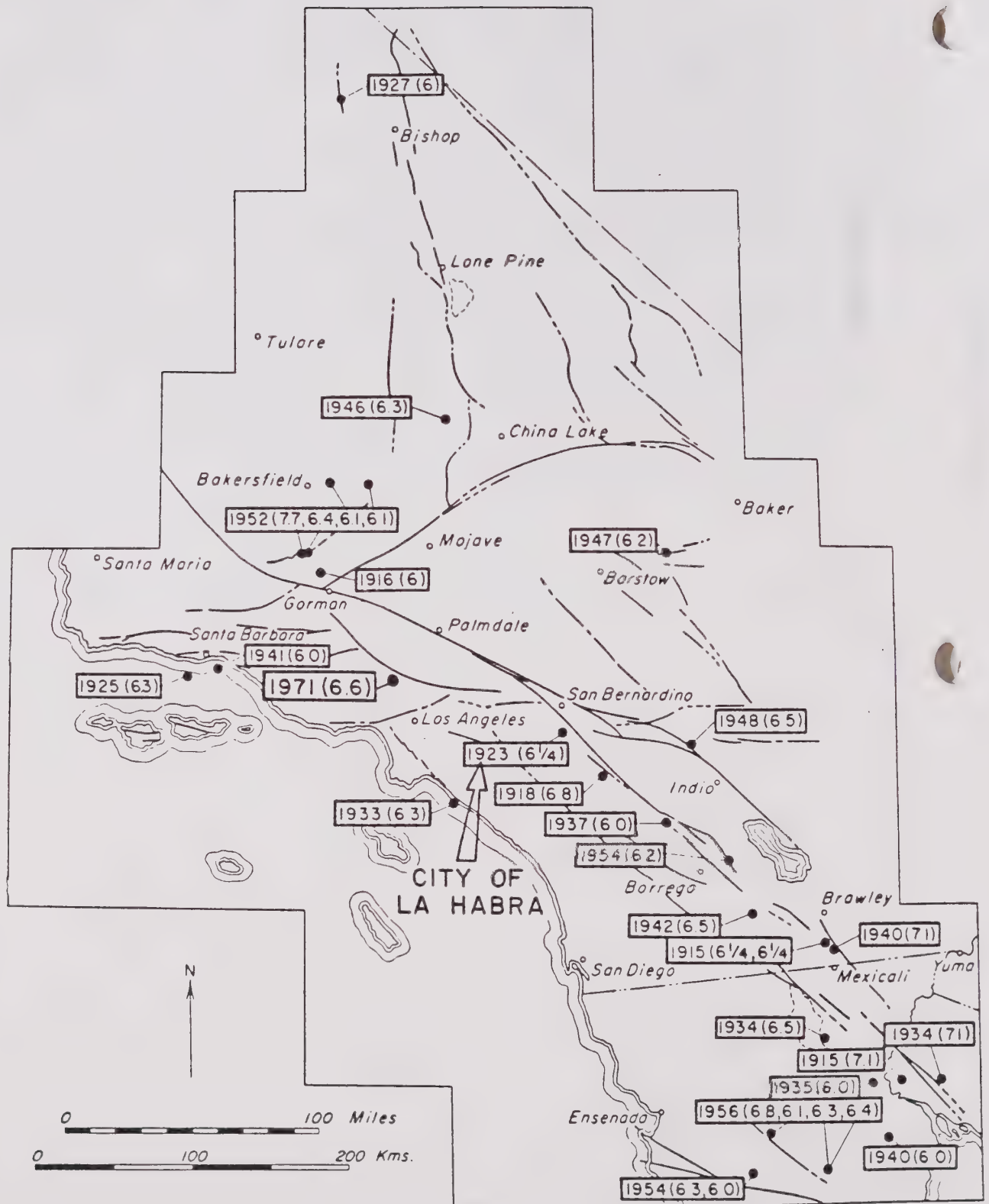


Figure 1 Earthquakes of magnitude 6.0 and greater in the southern California region (from Allen et al., 1965). Map undated to 1965.

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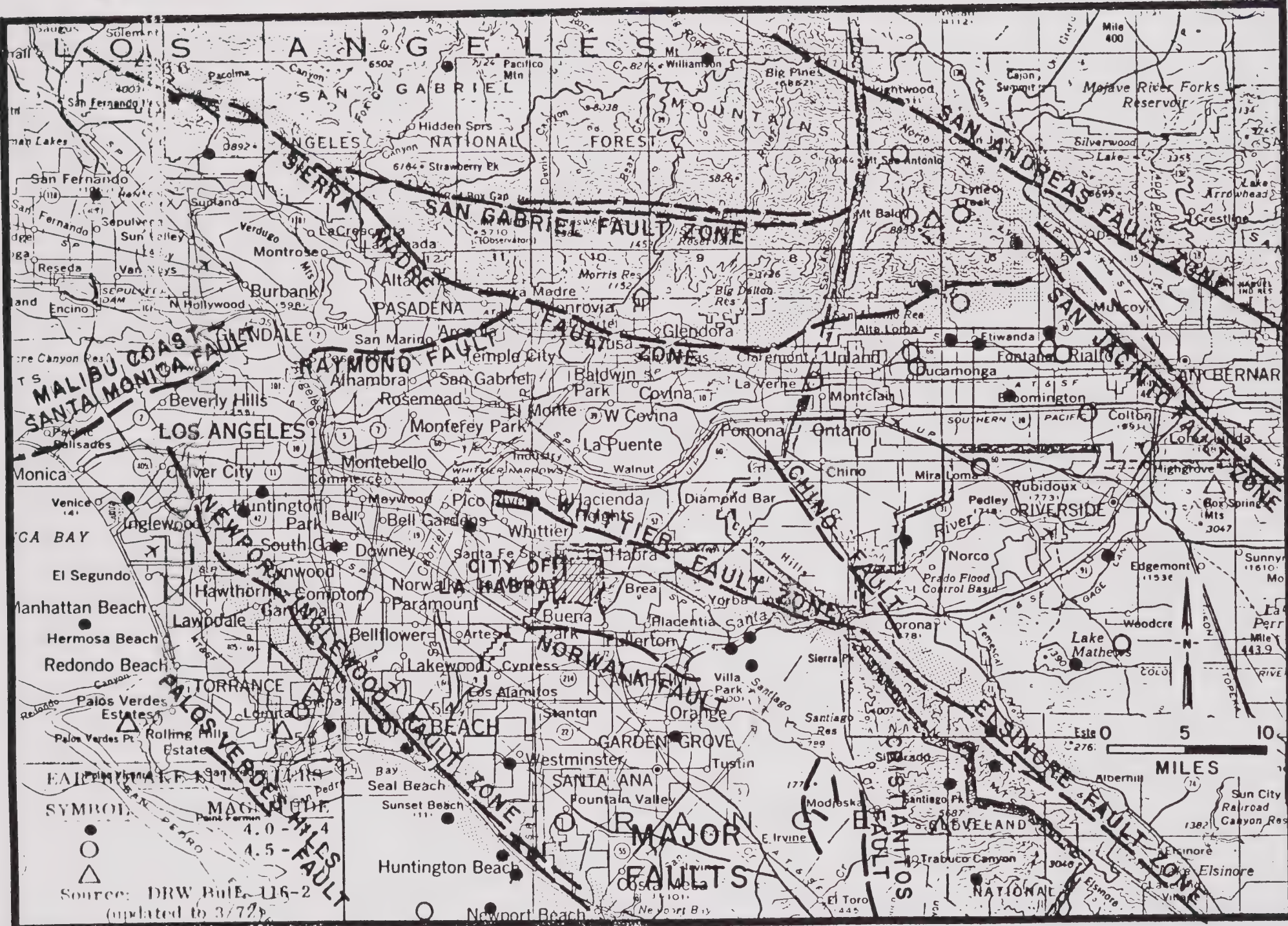


Figure 2

It is unfortunate that reliable records of earthquake magnitudes and epicentral locations are available only for events occurring since 1933. Nevertheless, these data in conjunction with less accurate historical records going back another hundred years provide the best means of estimating future earthquake activity. Table 2 which follows summarizes significant potentially active or known active faults and historical quake magnitudes, together with their estimated maximum earthquake-generating potential. More precise recurrence intervals are not available for the maximum probable earthquakes due primarily to the insufficient amount of statistically significant data.

The most probable major earthquake sources of significance for the La Habra area are the San Andreas fault zone located about 35 miles to the northeast and the Sierra Madre and Newport-Inglewood fault zones which lie about 15 miles to the north and southwest, respectively (see Seismic Index Map).

Both the San Andreas and Newport-Inglewood fault zones have been recognized for some time as being active. The 1971 San Fernando earthquake occurred on a branch of the Sierra Madre fault zone and has resulted in the entire length of the Sierra Madre fault zone now being considered potentially active. Both the San Andreas and Sierra Madre zones have been associated with surface rupturing as well as ground shaking.

The Norwalk fault, because of its tentative nature, and the Whittier fault, because of its apparent relative inactivity (as far as significant earthquakes), are not considered as important as the Sierra Madre or Newport-Inglewood faults, in terms of earthquake-generating potential, and therefore, are not classified as controlling faults. The location of the City is fortuitous in the sense that it lies roughly equidistant between the Sierra Madre and Newport-Inglewood fault zones, which are the areas within or immediately adjacent to the Los Angeles Basin most likely to be associated with future moderate to major earthquakes.

TABLE 2
SEISMIC PARAMETERS

CLASSIFICATION	FAULT ZONE	HISTORICAL MAXIMUM QUAKE MAGNITUDE (RICHTER)	DISTANCE TO FAULT (MILES)	MAXIMUM PROBABLE EVENT	
				MAGNITUDE (RICHTER)	AVERAGE ESTIMATED RECURRENCE INTERVAL (YEARS)
CONTROLLING SEISMIC EVENTS	San Andreas	8.0 \pm 0.5 (1857) 6.5 (1948)	34 - 37	8.0	50-200*
	Sierra Madre	6.6 (1971)	15 - 17	6.5 - 7.0	50-200**
	Newport-Inglewood	6.3 (1933)	12 - 16	6.5 - 7.0	Unknown
REGIONAL SEISMIC EVENTS	San Jacinto	7.1 (1940)	33 - 35	*** Tentative association only with fault.	
	Whittier	3.2*** (1971)	0.4 - 5.0		
	Norwalk	4.7*** (1929)	2 - 5		
	Elsinore	5.5 (1938)	25 - 30		

* Wallace, R. E., "Earthquake Recurrence Intervals on the San Andreas Fault" GSA Bull. Vol. 81, No. 10, 1970.

** Estimated from (M=6.3/100 year in L. A. Basin) Allen et al., "Relationship between seismicity and geologic structure in the southern California region", B.S.S.A., Vol. 55, No. 4, 1955.

Local Seismic Environment

The principal seismic hazard to the City of La Habra is identified as ground shaking of generally moderate intensity (approximately VI to VII Modified Mercalli, maximum), originating from an earthquake along the San Andreas, Sierra Madre or Newport-Inglewood fault zones. In most large earthquakes, a far greater amount of property damage and loss of life is attributable to ground shaking than to surface rupture along faults.

The potential hazard of surface rupture is also locally significant, particularly in the Coyote Hills. The affected area is largely the undeveloped Standard Oil Company acreage within the City's sphere of influence but outside the present city boundaries. Thus, if the property is annexed to the City, there will be an excellent opportunity to appropriately plan its future land utilization and zoning. In spite of the inability of current technology to design structures resistant to fault rupture, their detrimental effects can be mitigated by avoiding construction across fault traces.

The intensity of future ground shaking experienced within the City will be a function of the magnitude of the quake, hypocentral distance (see Glossary of Terms in Appendix A), and the dynamic soil and rock properties along the transmission path of the earthquake vibrations. Local variations of intensity will occur due to variations in local geologic and soil conditions. The most significant variation in local geologic conditions occurs between the hilly bedrock areas on the north and south and the valley bottom within the central portion of the City where the bedrock lies at varying depths beneath layers of relatively loose to firm alluvial sediments.

Seismic Parameters and Land Planning

Table 3 provides the probable rock motion characteristics in terms of acceleration, predominant periods and durations for the maximum probable events. "Maximum probable" earthquake is a term used by the Atomic Energy Commission to describe a seismic event which might occur with a fairly high probability. The ground motion characteristics indicated will be modified by local soil dynamics properties, stratifications, and epicentral depth; they are intended to be only a general guide.

TABLE 3
MAXIMUM PROBABLE EARTHQUAKES
 FOR
CITY OF LA HABRA

EARTHQUAKE	DISTANCE FROM CAUSATIVE FAULT (Miles)	MAGNITUDE	MAXIMUM* ACCELERATION (g)	PREDOMINANT** PERIODS (Seconds)	PROBABLE DURATION (Seconds)
San Andreas Fault	34 - 37	8.0	0.25 - 0.30	0.4	50
Sierra Madre Fault Zone	15 - 17	6.5 - 7.0	0.20 - 0.35	0.32 - 0.36	30
Newport- Inglewood Fault Zone	12 - 16	6.5 - 7.0	0.20 - 0.35	0.32 - 0.36	30

*Base Rock Motion (Schnabel & Seed, 1972)

**Seed, Idriss & Kiefer, 1969

For land-use planning and structural design, an operational basis earthquake should be determined. This operational basis earthquake should be based on the characteristics of the maximum probable events as defined in Table 3.

In selecting the operational basis earthquake (i.e., the one which would present the most critical set of seismic parameters) for design of essential structures and utilities, as well as major engineered structures such as high-rise buildings, the type of construction and variations in local site conditions should be taken into consideration.

Secondary Seismic Effects

The chief secondary seismic effect expected in the La Habra area is identified as potential landsliding in the Coyote Hills. Seismic ground shaking could possibly reactivate marginally stable existing slides as well as generate new slides. Areas particularly susceptible to landslide hazard, seismic or otherwise, are shown on the accompanying map, Plate 2.

Landslides are sudden, rapid downslope movements of masses of soil and/or rock that may be triggered by any number of agents such as heavy rains, removal of lateral support, or seismic events. Frequently, there is an underlying geologic reason for a landslide occurring in one location as opposed to another. Some of the common factors in the localization of landslides in the Puente and Coyote Hills are: (1) the general geologic nature of the bedrock (e.g., well-bedded sedimentary rock as mentioned previously in discussion of the various formations), (2) structural features of the rock, particularly the inclination of bedding in the direction of land sloping (dip-slope conditions), (3) the presence of clay seams (which are planes of weakness and frequently form the failure surface along which the material moves), and (4) steep terrain. Commonly two or more factors work in conjunction. Numerous areas exist where these conditions are known to occur. Reference to the topographic map will reveal extensive areas where these conditions could coincide with steep terrain. Clay seams and other relevant small-scale features can only be shown on detailed geologic maps.

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A considerable number of landslides already exist in the Puente and Coyote Hills. Some of these features are quite subtle and undoubtedly more of them exist than have been mapped on a regional basis. The slides shown also represent only the larger slides; a correspondingly greater number of smaller slides and soil failures may be present.

GROUNDWATER CONDITIONS

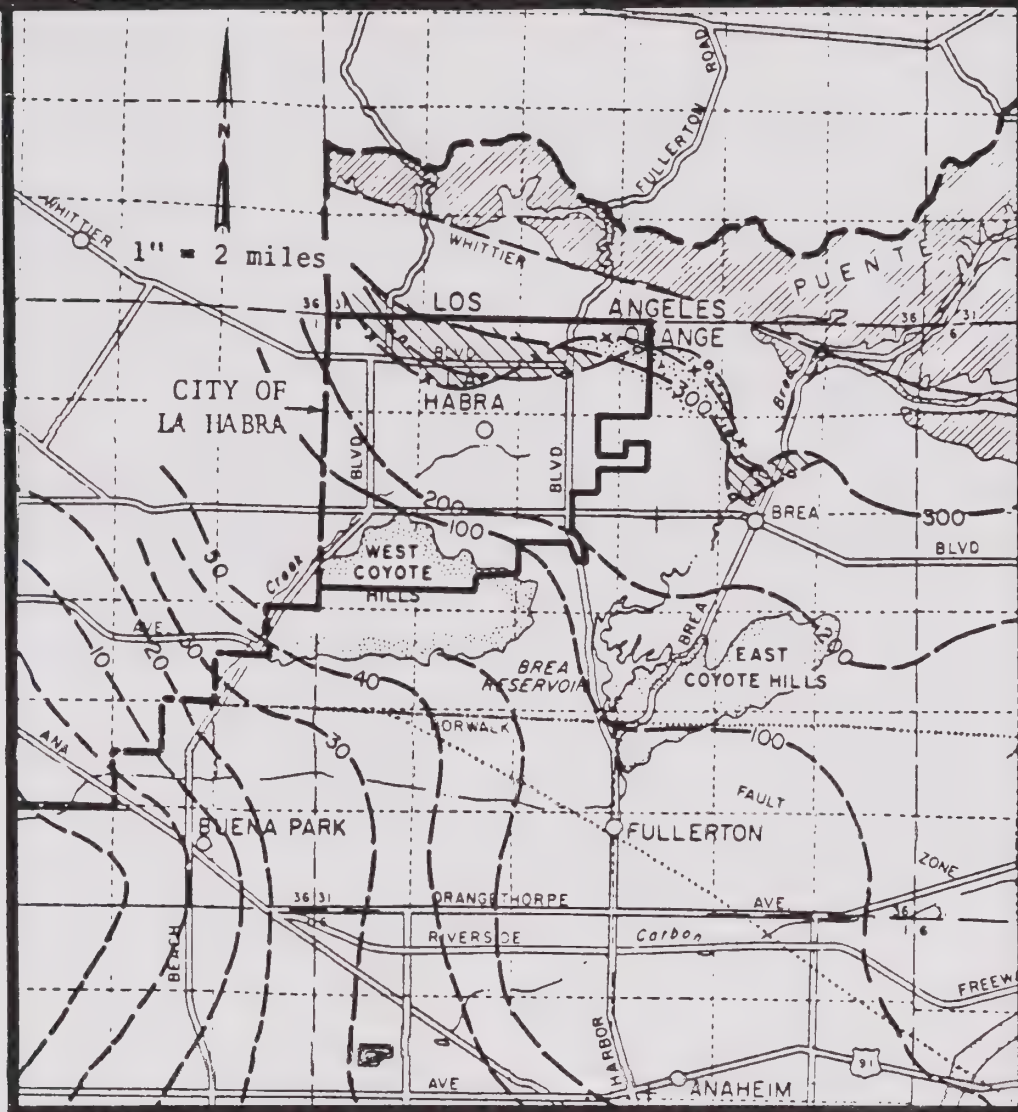
General Setting and Scope of Discussion

Much of the City of La Habra lies within what is commonly called the La Habra Groundwater Basin (which is part of the Anaheim Hydrologic Subunit and the Los Angeles-San Gabriel Hydrologic Unit); see Plate 3. Detailed description of the groundwater conditions in the basin and surrounding areas is contained in a 1967 California Department of Water Resources progress report of the coastal plain of Orange County, and in the comprehensive study (dated March 1973) conducted by James M. Montgomery, Inc., for the Master Plan Updating for the City of La Habra Water System. The groundwater discussion for the purposes of the present study is limited mainly to those aspects which would have an influence on land-use capability and geotechnical hazards. Such aspects include groundwater level history and probable future trends (which could influence liquefaction potential, subsidence or general nuisance problems caused by surface seepage), and areas affected by near-surface perched water conditions and springs (which could influence slope stability).

Groundwater History and Trends

Although no comprehensive studies of the water level fluctuations in the La Habra Basin have been made, a regional study by the State Department of Water Resources (1967) indicates that between 1944 and 1965, water levels have not changed significantly, with the exception of the north portion of the City (see Figure 3). In this area, they have both declined and risen during the period. Little adverse effect, however, from the geotechnical hazard aspect should be experienced here since the water levels are generally well over 100 feet deep.




With the gradual cessation of water well pumping in the basin in recent years, there has been, and probably will continue to be, a trend toward gradually rising water levels within the basin. The area in which this would have the greatest influence would be within the younger valley-bottom alluvium



GROUNDWATER ELEVATIONS, LA HABRA BASIN AREA

(Modified from Calif. Dept. of Water Resources Publication: Progress Report on Groundwater Geology of the Coastal Plain of Orange County, July 1967, Plate 8)

LEGEND

- — — — — BOUNDARY OF STUDY AREA
-  NONWATER-BEARING ROCK
- · · · — — FAULT, DASHED WHERE APPROXIMATELY LOCATED, DOTTED WHERE CONCEALED
- 200 — — — — — LINES OF EQUAL ELEVATION OF GROUNDWATER IN WELLS U.S.G.S DATUM INTERVAL 10 AND 100 FEET. (YEAR-1965)
- — — — — 300 FT. CONTOUR OF GROUNDWATER ELEVATION (YEAR-1944)
- X — — — — — 300 FT. CONTOUR OF GROUNDWATER ELEVATION (YEAR-1957)
-  GENERAL AREA AFFECTED BY GROUNDWATER DECLINE, 1944 & 1947 TO 1965
-  GENERAL AREA AFFECTED BY GROUNDWATER RISE, 1944 & 1947 TO 1965

along Imperial Highway, east of Beach Boulevard. As a consequence, the size of the area having water levels shallower than 30 feet (hachured area on Plate 2) will increase, thereby increasing the potential liquefaction hazard and area subject to possible future surface seepage.

Perched Water and Springs in Hillside Areas

Although there undoubtedly are confined or perched groundwater conditions which have a significant local influence within the basin area, the more notable areas having shallow groundwater problems have been in the Coyote Hills where seeps or springs (see problem area No. 3 on Plate 2) were known to exist before development or have more recently been known to contribute to slope instabilities (problem area No. 2 on Plate 2). The location and severity of shallow groundwater problems within the hillside areas appears to be governed primarily by the stratigraphy, geologic structure, intensity of rainfall and irrigation activities. Another contributory groundwater source in this area may be from oil field discharges.

GENERAL SOIL CONDITIONS

Types and Distribution

Relatively thin residual soils which veneer the near-surface bedrock in the hillside areas consist of weathered materials derived from the underlying formation, primarily the La Habra or Coyote Hills Formations. The soils tend to be mainly clayey to sandy silt. The thick alluvial soils occupying the major central portion of the City are generally unconsolidated and are poorly sorted. They range from highly permeable granular deposits to low permeability clayey silt. They can be grossly categorized into three major types of soils on the basis of clay content: (1) the clayey silt and silty clay group, (2) the clayey sand and silty sand group, and (3) the predominately granular material, including gravel and cobbles. It is difficult to identify the areal distribution of these soil zones under the present scope of the study. Additionally, the ever-changing drainage pattern of the major canyons and the transported alluvial fan deposits throughout geologic history have caused the soil types to vary with depth as well as in areal distribution.

A review of the various published maps (notably the U. S. Department of Agriculture Soil Survey of 1919) and numerous driller's logs of old water wells (see Plate 2 for locations) corroborate the complexity of the soil conditions at the surface, as well as at depth. Attempts to correlate the soil conditions reported in consultant investigation reports (in the City files) with the published data quite often do not agree in detail, especially in regard to soil types and expansion characteristics. For this reason, no attempt was made to designate or delineate various soil types or their attendant engineering characteristics on the map (Plate 2). To do so, could lead to erroneous conclusions and would serve no useful purpose, considering the scope and intent of this study.

Soil-Related Geotechnical Hazards

These various types of soil present four main geotechnical concerns listed as follows:

1. Settlement under static loading, a condition caused when a load (building, highway, embankment, etc.) is placed on low-density, compressible soil.
2. Expansive soils high in clay content and subject to significant swelling and shrinkage with change of moisture content.
3. Stability of cut-slopes made in low density, low strength soils.
4. Potential liquefaction where soil type, density, and high groundwater conditions combine to create a transient "quick" condition when severely shaken seismically.

Settlement: The principal settlement problem which has occurred in the City was related to development of several residential building sites over loose backfill in an old borrow pit located in the northeast portion of the City (identified as problem area No. 1 on Plate 2). The only specific area identified as a potential settlement area is the abandoned refuse disposal landfill site (now Grande Vista Park) at the southeast corner of Lambert Road and Idaho Street (designated 1AF on Plate 2).

In the absence of major areas having a high settlement potential, there appears to be no need for special concern regarding its effect on land-use capability or zoning, except as noted above or as identified through routine soil investigations required for specific site evaluations.

Expansive Soils: Highly expansive soil is known to be present at many locations within the City, both in valley bottom and hillside areas. The swell characteristics of surface soils can vary widely within short distances, depending on relative amount of clay and type of clay present. Although the expansive soil condition is not a general problem affecting all sites to the same degree, the City policy requiring that they be assumed to be present, for the purposes of foundation design, is a reasonable approach considering that mapping their complex distribution appears to be unfeasible on a regional basis or within the scope of this study.

Cuts in Soil: The potential slope stability problems related to soft or low-strength soils exposed in cuts (or natural slopes) which are prone to erosion or slumping can normally be mitigated by corrective grading or careful planning ahead of grading. Such soil conditions would usually have no significant impact on land-use planning. This is expected to be the case in the City of La Habra.

Liquefaction Potential: This hazard, along with related seismically induced phenomena as "lurching", flow landslides, and other similar forms of ground failure, is generally believed to be most significant where the underlying soils are saturated sands in a relatively loose condition. Since field and laboratory investigations were not undertaken as part of this study, the depth to groundwater and a general review of the available soil data were the major criteria in establishing liquefaction, lurching, and differential compaction potential for the City. As a general guideline in regional studies, most consider areas which have groundwater depths of less than about 20 to 30 feet and are underlain by recent alluvium deposits as more susceptible to potential liquefaction. Accordingly, the most susceptible areas in the City are shown by the hachured pattern of 1AY and 1AO on Plate 2. Area 1AY would be slightly more liquefaction-prone than 1AO since the alluvium underlying 1AY is younger and would tend to be less consolidated.

Based on a preliminary evaluation of the data, the liquefaction hazard in the City, even in the most susceptible areas, is rated in the low to moderate range.

Although there appears to be no need for special concern regarding most land uses, all sites for important or essential structures should be individually evaluated for liquefaction.

It should be emphasized here that most susceptible areas delineated on the map are only tentative approximations and that detailed investigations may require modifications of the boundaries shown.

SUBSIDENCE

Types and Principal Hazard

Subsidence of the land surface can be divided, on the basis of causative mechanisms, into three types: fluid withdrawal subsidence (groundwater, oil and gas), hydrocompaction subsidence, and peat oxidation subsidence. Of the three, fluid withdrawal subsidence has been the most extensive and costly in California. Although none of them is known to have significantly affected the City of La Habra, there is a potential subsidence hazard within and adjoining the West Coyote Field at the southwest edge of the study area. According to Lamar (1973) an analysis of precise level survey data for a line along Beach Boulevard, across the west portion of the oil field, indicates that for the period from 1951 to 1961 there was up to slightly more than .01 foot/year of subsidence. From 1965 to 1970, however, there was ground surface uplift of almost .04 foot/year. The initial recorded subsidence is inferred to result from oil production and the subsequent rise is attributed to increased subsurface pressure resulting from waterflood operation which became a full-scale program by 1956. In this case, rather than subsidence being the hazard, the opposite situation, uplift, could be equally damaging if allowed to continue. Normally, however, the total amount of uplift due to repressurization would never equal the total amount of subsidence which had preceded it.

Other Hazards

Considering the trend of groundwater levels in the basin, the potential hazard of subsidence from groundwater withdrawal is considered nil. Likewise, in the apparent absence of the relatively rarely occurring soils subject to hydrocompaction, this type of subsidence is not expected to be a potential hazard.

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APPENDIX A

City of La Habra Seismic Safety Element

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City of La Habra Seismic Safety Element

GLOSSARY OF TERMS

ALLUVIUM

A general term for all sediment such as sand and gravel deposited by streams; (adjective: alluvial).

BEDROCK

Firm or coherent rock material that underlies the soil or "overburden"; divided geologically into 3 classes: igneous, sedimentary, and metamorphic.

CONGLOMERATE

A sedimentary rock composed of rounded, water-worn fragments cemented together.

DEFORMATION

A change in the form of a body of rock by mechanical means, i. e., folding or faulting.

EARTHQUAKE

Ground motion resultant from the relative movement of two blocks of the earth's crust along a fracture surface (i. e., fault). See FAULT, SURFACE RUPTURE.

EPICENTER

The point on the earth's surface directly over where the focus or point of origin of the quake occurred.

FAULT

A fracture or fracture zone along which there has been movement (slippage) of the two sides relative to one another and parallel to to the fracture. Based on seismic activity, faults can be divided

into three categories: (1) active faults can be associated with historic seismic activity, (2) potentially active faults have not been associated with historic seismic activity, but give evidence of geologically recent activity, and (3) inactive faults do not show evidence of activity within approximately the last one million years (i. e., the beginning of the Pleistocene).

FORMATION

To a geologist, this is a rock body which can be recognized, named and mapped, e. g., Puente Formation, etc.

GEOTECHNICAL

Pertaining to geologic-soils engineering studies, features, conditions or events.

GROUND RUPTURE

See SURFACE RUPTURE.

HYPOCENTER

In an earthquake, the point of initial rock rupture or slippage; always within the earth.

INTENSITY

A qualitative or subjective measure of the destructiveness of an earthquake based on observed effects or sensations experienced by people; a number scale, e. g., Mercalli.

LIQUEFACTION

The sudden, large decrease of shearing resistance of a cohesionless soil caused by collapse of the soil structure, produced by seismic shaking or small shear strains, associated with sudden but temporary increase of water pressure in the soil voids. For additional discussion and related phenomena, see text of Technical Report section.

MAGNITUDE

A quantitative instrumental measure of the total energy release of a quake; a logarithmic number scale, e.g., Richter.

RECURRENCE INTERVAL

The average length of time between earthquake events of a specified magnitude.

SANDSTONE

A sedimentary rock of cemented sand-size particles.

SATURATED

A rock or soil is saturated with respect to water if all its interstices are filled with water.

SEDIMENTARY ROCK

The class of rocks made up of transported and deposited rock and mineral particles (sediment) and of chemical substances derived from weathering.

SEICHE

Earthquake induced waves in lakes or ponds.

SEISMIC

Pertaining to or caused by an earthquake.

SETTLEMENT

The downward movement of a soil or of the structure which it supports, resulting from a reduction in the voids in the underlying strata.

SILTSTONE

A sedimentary rock of cemented particles intermediate in size between sand and clay (silt).

SOIL CREEP

A slow movement, also of rock fragments, down an even, gentle slope.

STRATIFICATION

A structure of sedimentary rocks produced by deposition in layers (beds).

SUBSIDENCE

The relatively slow, gradual sinking of a large area in a vertical direction with little or no horizontal movement. Commonly related to the withdrawal of subterranean fluids.

SURFACE RUPTURE

During an earthquake, the permanent displacement (or offset) of the earth's surface along a fault plan. Ground breakage at the earth's surface.

TECTONIC

Pertaining to rock structure resulting from deformation of the earth's crust.

TSUNAMI

Earthquake-induced ocean waves, commonly referred to as tidal waves.

WEATHERING

The changes whereby materials such as bedrock decay and crumble to form sediment.

Modified Mercalli scale of earthquake intensities.

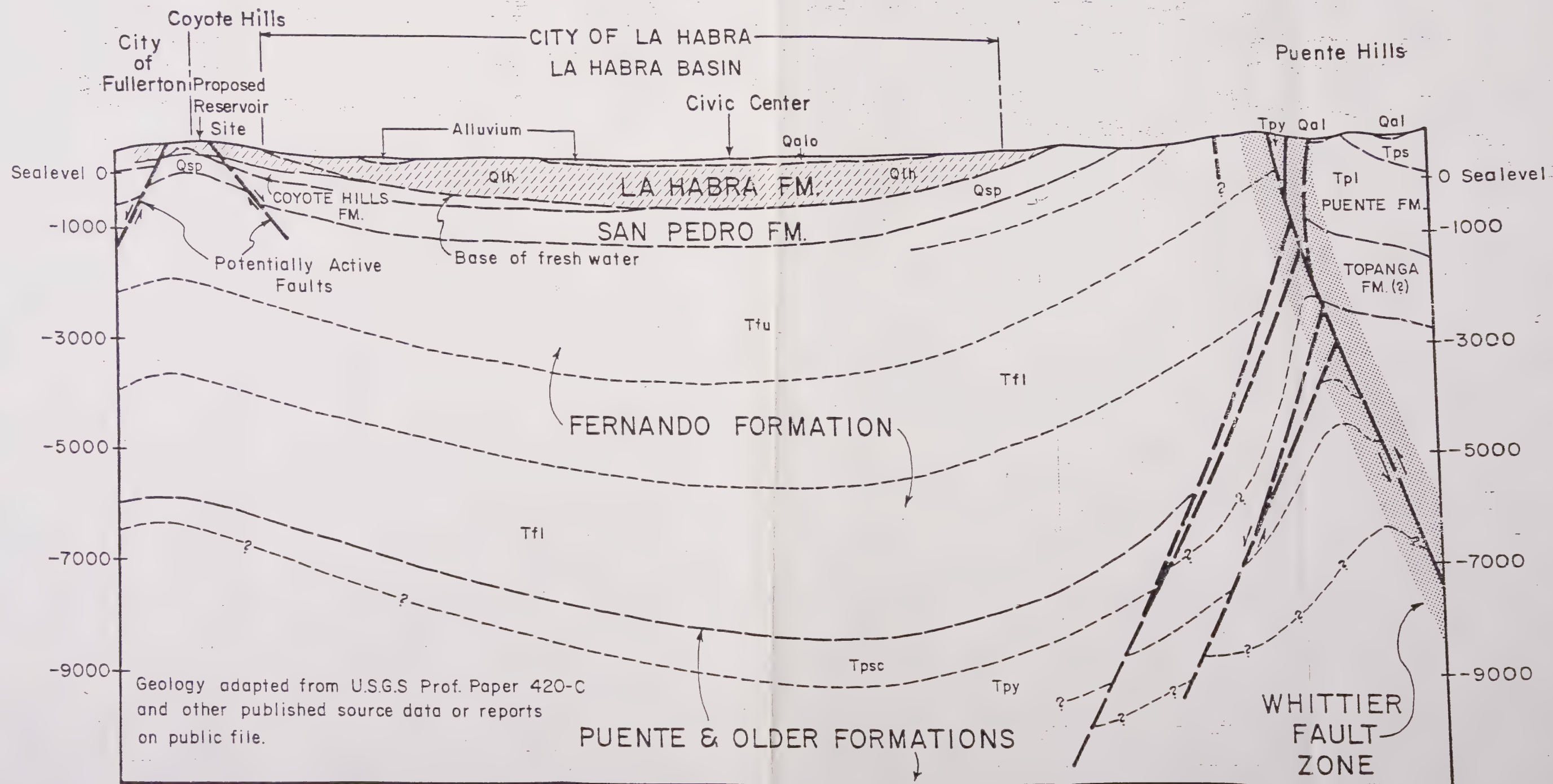
THE MERCALLI INTENSITY SCALE

(As modified by Charles F. Richter in 1956 and rearranged)

<i>If most of these effects are observed</i>	<i>then the intensity is:</i>	<i>If most of these effects are observed</i>	<i>then the intensity is:</i>
Earthquake shaking not felt. But people may observe marginal effects of large distance earthquakes without identifying these effects as earthquake-caused. Among them: trees, structures, liquids, bodies of water sway slowly, or doors swing slowly.	I	<i>Effect on people:</i> Difficult to stand. Shaking noticed by auto drivers.	
<i>Effect on people:</i> Shaking felt by those at rest, especially if they are indoors, and by those on upper floors.	II	<i>Other effects:</i> Waves on ponds, water turbid with mud. Small slides and caving in along sand or gravel banks. Large bells ring. Furniture broken. Hanging objects quiver.	
<i>Effect on people:</i> Felt by most people indoors. Some can estimate duration of shaking. But many may not recognize shaking of building as caused by an earthquake, the shaking is like that caused by the passing of light trucks.	III	<i>Structural effects:</i> Masonry D* heavily damaged; Masonry C* damaged, partially collapses in some cases; some damage to Masonry B*; none to Masonry A*. Stucco and some masonry walls fall. Chimneys, factory stacks, monuments, towers, elevated tanks twist or fall. Frame houses moved on foundations if not bolted down; loose panel walls thrown out. Decayed piling broken off.	VIII
<i>Other effects:</i> Hanging objects swing.		<i>Effect on people:</i> General fright. People thrown to ground.	
<i>Structural effects:</i> Windows or doors rattle. Wooden walls and frames creak.	IV	<i>Other effects:</i> Changes in flow or temperature of springs and wells. Cracks in wet ground and on steep slopes. Steering of autos affected. Branches broken from trees.	
<i>Effect on people:</i> Felt by everyone indoors. Many estimate duration of shaking. But they still may not recognize it as caused by an earthquake. The shaking is like that caused by the passing of heavy trucks, though sometimes, instead, people may feel the sensation of a jolt, as if a heavy ball had struck the walls.	V	<i>Structural effects:</i> Masonry D* destroyed, Masonry C* heavily damaged, sometimes with complete collapse; Masonry B* is seriously damaged. General damage to foundations. Frame structures, if not bolted, shifted off foundations. Frames racked. Reservoirs seriously damaged. Underground pipes broken.	IX
<i>Other effects:</i> Hanging objects swing. Standing autos rock. Crockery clashes, dishes rattle or glasses clink.		<i>Effect on people:</i> General Panic.	
<i>Structural effects:</i> Doors close, open or swing. Windows rattle.		<i>Other effects:</i> Conspicuous cracks in ground. In areas of soft ground, sand is ejected through holes and piles up into a small crater, and, in muddy areas, water fountains are formed.	
<i>Effect on people:</i> Felt by everyone indoors and by most people outdoors. Many now estimate not only the duration of shaking but also its direction and have no doubt as to its cause. Sleepers awakened.		<i>Structural effects:</i> Most masonry and frame structures destroyed along with their foundations. Some well-built wooden structures and bridges destroyed. Serious damage to dams, dikes and embankments. Railroads bent slightly.	X
<i>Other effects:</i> Hanging objects swing. Shutters or pictures move. Pendulum clocks stop, start or change rate. Standing autos rock. Crockery clashes, dishes rattle or glasses clink. Liquids disturbed, some spilled. Small unstable objects displaced or upset.	VI	<i>Effect on people:</i> General panic.	
<i>Structural effects:</i> Weak plaster and Masonry D* crack. Windows break. Doors close, open or swing.		<i>Other effects:</i> Large landslides. Water thrown on banks of canals, rivers, lakes, etc. Sand and mud shifted horizontally on beaches and flat land.	
<i>Effect on people:</i> Felt by everyone. Many are frightened and run outdoors. People walk unsteadily.		<i>Structural effects:</i> General destruction of buildings. Underground pipelines completely out of service. Railroads bent greatly.	XI
<i>Other effects:</i> Small church or school bells ring. Pictures thrown off walls. Knicknacks and books off shelves. Dishes or glasses broken. Furniture moved or overturned. Trees, bushes shaken visibly, or heard to rustle.	VII	<i>Effect on people:</i> General panic.	
<i>Structural effects:</i> Masonry D* damaged, some cracks in Masonry C*. Weak chimneys break at roof line. Plaster, loose bricks, stones, tiles, cornices, unbraced parapets and architectural ornaments fall. Concrete irrigation ditches damaged.		<i>Other effects:</i> Same as for Intensity X.	
		<i>Structural effects:</i> Damage nearly total, the ultimate catastrophe.	XII
		<i>Other effects:</i> Large rock masses displaced. Lines of sight and level distorted. Objects thrown into air.	
		Masonry A: Good workmanship and mortar, reinforced, designed to resist lateral forces.	
		Masonry B: Good workmanship and mortar, reinforced.	
		Masonry C: Good workmanship and mortar, unreinforced.	
		Masonry D: Poor workmanship and mortar and weak materials, like adobe.	

A
South

A'
North



Horizontal and Vertical Scale: 1"=2000'

TYPICAL GEOLOGIC CROSS SECTION

La Habra S.S.E.
Proj. No. 73308-1
12-18-73
LEIGHTON

APPENDIX B

Davy

& Associates, Inc.
Consultants In Acoustics

865 Manhattan Beach Boulevard, Suite 202 • Manhattan Beach, California 90266-4911 • 213/546-3387

JN 87158

ACOUSTICAL ANALYSIS

City of La Habra
Noise Element

for

Claire Associates, Inc.
405 Via Corta
Malaga Cove Plaza
Palos Verdes Estates, California 90274

December, 1987

1.0 Introduction

At the direction of Claire Associates, Inc., Davy & Associates, Inc., has completed an acoustical analysis of exterior noise due to arterial traffic in the City of La Habra, California. This report contains the results of calculations of noise levels due to vehicular traffic on City arterials utilizing the FHWA Highway Traffic Noise Prediction Model, FHWA-RD-77-108. Traffic volumes were obtained to predict future noise levels throughout the City. Selected arterials were monitored to confirm the accuracy of the calculated noise levels.

2.0 Street Design Information

To begin the analysis, all major arterials in the City of La Habra were observed. Information concerning median width, number of traffic lanes, width of the parking lane, if any, and posted speed limits were noted. This information was submitted to the City of La Habra Traffic Department for their review. The City supplied additional street design data along with a summary of speed survey data. The street design data is summarized in Table 1. A copy of the transmittal received from the City Traffic Department is attached to this report as Appendix A.

Traffic volumes on the major arterials throughout the City were taken from the November 1986 City of La Habra Traffic Study and future traffic volumes were taken from the NOCCS 1995 ADT Volumes. This information is shown in Figures 1 and 2.¹

The data summarized in Table 1 and Figures 1 and 2 was used as input data for a computerized noise model to calculate noise levels at various locations from major arterials throughout the City. The computerized model is based on a noise prediction method developed² and used extensively by the Federal Highway Administration.

Input parameters for the computer model used for each calculation of noise level at a specific location include the following:

- Distance to the highway
- Number of lanes
- Center median width
- Elevation to the receiver's location

¹ Telephone discussions with Nelson Wong, City of La Habra Engineering Department (213 694-1011) on August 28 and September 2, 1987.

² U.S. Department of Transportation, Federal Highway Administration, "FHWA Highway Traffic Noise Prediction Model", FHWA-RD-77-108, December, 1978.

TABLE 1

CITY OF LA HABRA STREET DESIGN INFORMATION

	<u>MEDIAN WIDTH</u>	<u># LANES EACH WAY</u>	<u>PARKING LANE WIDTH</u>	<u>POSTED SPEED</u>	<u>ACTUAL SPEED</u>
<u>BEACH BLVD.</u>					
Imperial to Lambert	16'	2	8'	45 mph	46 mph
Lambert to Whittier	16'	2	8'	45	46
<u>WHITTIER BLVD.</u>					
Beach to Walnut	16'	2	8'	40	45
Walnut to Euclid	16'	2	8'	40	43
Euclid to Harbor	16'	2	8'	40	44
<u>HARBOR BLVD.</u>					
Whittier to Lambert	16'	2	8'	40	47
Lambert to Imperial	16'	3	0	40	43
<u>IMPERIAL BLVD.</u>					
Harbor to Beach	14'	3	0	45	50
<u>LAMBERT ROAD</u>					
Beach to Euclid	16'	2	10'	40	45
Euclid to SPRR	0	2	10'	40	40
SPRR to Harbor	16'	2	10'	40	43
<u>LA HABRA BLVD.</u>					
Beach to Idaho	10'	2	0	35	41
Idaho to Harbor	0	2	8'	30	35
<u>IDAHO STREET</u>					
Whittier to La Habra	0	1	10'	25	33
La Habra to Los Lomas	0	2	8'	40	40
Los Lomas to Imperial	10'	2	0	40	42
<u>EUCLID AVENUE</u>					
Whittier to La Habra	0	1	8'	30	38
La Habra to Imperial	0	2	8'	35	38

- Total daily vehicle count (ADT)
- Percentage of trucks of total count
- Prevailing speed of automobiles and trucks
- Slope of Highway
- Distance from receiver to intervening barriers, earth berms, hills, solid walls, or other shielding topographical features.
- Elevation of intervening barriers, earth berms, hills, solid walls, or other shielding topographical features.

The computerized noise model was utilized to determine CNEL values at various distances from each major roadway. The calculations were repeated at enough distances to determine the distance at which the CNEL 70, CNEL 65, and CNEL 60 contour would exist. The distances to these contours were determined based on the assumption of no shielding from existing buildings and hard site conditions. Under these assumptions, noise levels decrease by approximately 3 dB per doubling of distance. This is considered to be a reasonable assumption for the distances involved adjacent to the major arterials in the City of La Habra.³

The results of these calculations of distances to equal noise level contours are summarized in Tables 2 and 3 for the year 1987 and the year 1993. All distances shown are measured from the centerline of each roadway.

³ FHWA-RD-77-108.

TABLE 2

CALCULATED LOCATIONS OF EQUAL NOISE LEVEL CONTOURS - 1987

	<u>CNEL 70</u>	<u>CNEL 65</u>	<u>CNEL 60</u>
<u>BEACH BLVD.</u>			
Imperial to Lambert	71'	300'	1030'
Lambert to Whittier	50'	232'	810'
<u>WHITTIER BLVD.</u>			
Beach to Walnut	65'	280'	970'
Walnut to Euclid	40'	198'	710'
Euclid to Harbor	45'	213'	750'
<u>HARBOR BLVD.</u>			
Whittier to Lambert	44'	210'	740'
Lambert to Imperial	40'	195'	700'
<u>IMPERIAL BLVD.</u>			
Harbor to Beach	113'	435'	1470'
<u>LAMBERT ROAD</u>			
Beach to Euclid	43'	215'	760'
Euclid to SPRR	21'	130'	480'
SPRR to Harbor	23'	145'	540'
<u>LA HABRA BLVD.</u>			
Beach to Idaho	33.5'	155'	550'
Idaho to Harbor	8.5'	83'	325'
<u>IDAHO STREET</u>			
Whittier to La Habra	-	25'	125'
La Habra to Los Lomas	-	50'	220'
Los Lomas to Imperial 10'	19.5'	105'	385'
<u>EUCLID AVENUE</u>			
Whittier to La Habra	-	35'	150'
La Habra to Imperial	4'	67'	275'

TABLE 3

CALCULATED LOCATIONS OF EQUAL NOISE LEVEL CONTOURS - 1995

	<u>CNEL 70</u>	<u>CNEL 65</u>	<u>CNEL 60</u>
<u>BEACH BLVD.</u>			
Imperial to Lambert	92'	365'	1240'
Lambert to Whittier	80'	328'	1120'
<u>WHITTIER BLVD.</u>			
Beach to Walnut	80'	325'	1125'
Walnut to Euclid	52'	238'	840'
Euclid to Harbor	52'	240'	835'
<u>HARBOR BLVD.</u>			
Whittier to Lambert	68'	290'	1000'
Lambert to Imperial	81'	335'	1150'
<u>IMPERIAL BLVD.</u>			
Harbor to Beach	-	-	-
<u>LAMBERT ROAD</u>			
Beach to Euclid	70'	296'	1030'
Euclid to SPRR	46'	213'	740'
SPRR to Harbor	55'	255'	890'
<u>LA HABRA BLVD.</u>			
Beach to Idaho	30'	140'	500'
Idaho to Harbor	13'	98'	375'
<u>IDAHO STREET</u>			
Whittier to La Habra	-	30'	140'
La Habra to Los Lomas	15'	106'	401'
Los Lomas to Imperial 10'	35'	160'	563'
<u>EUCLID AVENUE</u>			
Whittier to La Habra	6'	59'	230'
La Habra to Imperial	32'	164'	230'

3.0 Confirmation of CNEL Contour Calculations

In order to determine the accuracy of the calculated location of the equal noise level contours, noise measurements were made near several arterials in the City of La Habra. Noise levels were monitored on November 24, 1987 between the hours of 12:30 p.m. and 2:30 p.m., when traffic volumes are near peak but are not affected by congestion (these are generally regarded as being the peak noise hours).

Environmental noise levels at the measurement locations were measured with a B&K 2230 precision integrating Sound Level Meter that measures and displays the equivalent noise level (LEQ), as well as the maximum and the minimum noise levels during the measurement period. The Sound Level Meter was calibrated with a B&K 4230 Acoustical Calibrator immediately prior to use. A windscreen was utilized to minimize the effects of wind-generated noise. Copies of the analysis of the acoustical data are attached to this report.

The data thus collected were analyzed to determine the CNEL level at the measurement locations. The CNEL values were determined from the directly measured equivalent noise level (LEQ) for the measurement hour, and the calculated equivalent noise level for each of the other 23 hours in the day.⁴ This CNEL approach has been utilized in the past and compared with automatic 24-hour measurements at the same location. The calculation procedure has always been within acceptable accuracy limits. The results of the monitoring and calculations are summarized below in Table 4.

Table 4 .

Measured and Calculated CNEL Values in dB

<u>Roadway</u>	<u>Distance to Centerline</u>	<u>Calculated CNEL</u>	<u>Measured CNEL</u>
Beach Boulevard	71'	70 dB	69 dB
La Habra Boulevard	34'	70	71
Whittier Boulevard	65'	70	71
Imperial Boulevard	113'	70	72

The results of this monitoring check indicated fairly close agreement between the calculations based on the computer noise model and actual field measurements. In all cases, measured noise levels were within 1 to 2 dB of the calculated values. This is considered to be an acceptable accuracy for field measurement work.

⁴ See for example, "Insulation of Buildings Against Highway Noise", B. Davy & S. Skale, Federal Highway Administration, FHWA-TS-77-202.

SITE MONITORING NOISE ANALYSIS

JN 87158

PROJECT: CITY OF LA HABRA NOISE ELEMENT

LOCATION: BEACH BOULEVARD

TEST DATE: 11/24/87

START TIME: 12:30 P.M.

END TIME: 1:00 P.M.

EQUIPMENT USED: B&K 2230 / B&K 4230

LEQ = 66.4 dB

LMAX = 78.2 dB

LMIN = 50.0 dB

CNEL = 69.4 dB

LDN = 68.4 dB

DAVY
& ASSOCIATES, INC.

SITE MONITORING NOISE ANALYSIS

JN 87158

PROJECT: CITY OF LA HABRA NOISE ELEMENT

LOCATION: LA HABRA BOULEVARD

TEST DATE: 11/24/87

START TIME: 1:00 P.M.

END TIME: 1:30 P.M.

EQUIPMENT USED: B&K 2230 / B&K 4230

LEO = 68.2 dB

LMAX = 81.1 dB

LMIN = 47.4 dB

CNEL = 71.2 dB

LDN = 70.2 dB

DAVY
& ASSOCIATES, INC.

SITE MONITORING NOISE ANALYSIS

JN 87158

PROJECT: CITY OF LA HABRA NOISE ELEMENT

LOCATION: WHITTIER BOULEVARD

TEST DATE: 11/24/87

START TIME: 1:30 P.M.

END TIME: 2:00 P.M.

EQUIPMENT USED: B&K 2230 / B&K 4230

LEQ = 68.8 dB

LMAX = 79.9 dB

LMIN = 54.7 dB

CNEL = 70.8 dB

LDN = 70.8 dB

DAVY
& ASSOCIATES, INC.

SITE MONITORING NOISE ANALYSIS

JN 87158

PROJECT: CITY OF LA HABRA NOISE ELEMENT

LOCATION: IMPERIAL BOULEVARD

TEST DATE: 11/24/87

START TIME: 2:00 P.M.

END TIME: 2:30 P.M.

EQUIPMENT USED: B&K 2230 / B&K 4230

LEQ = 69.8 dB

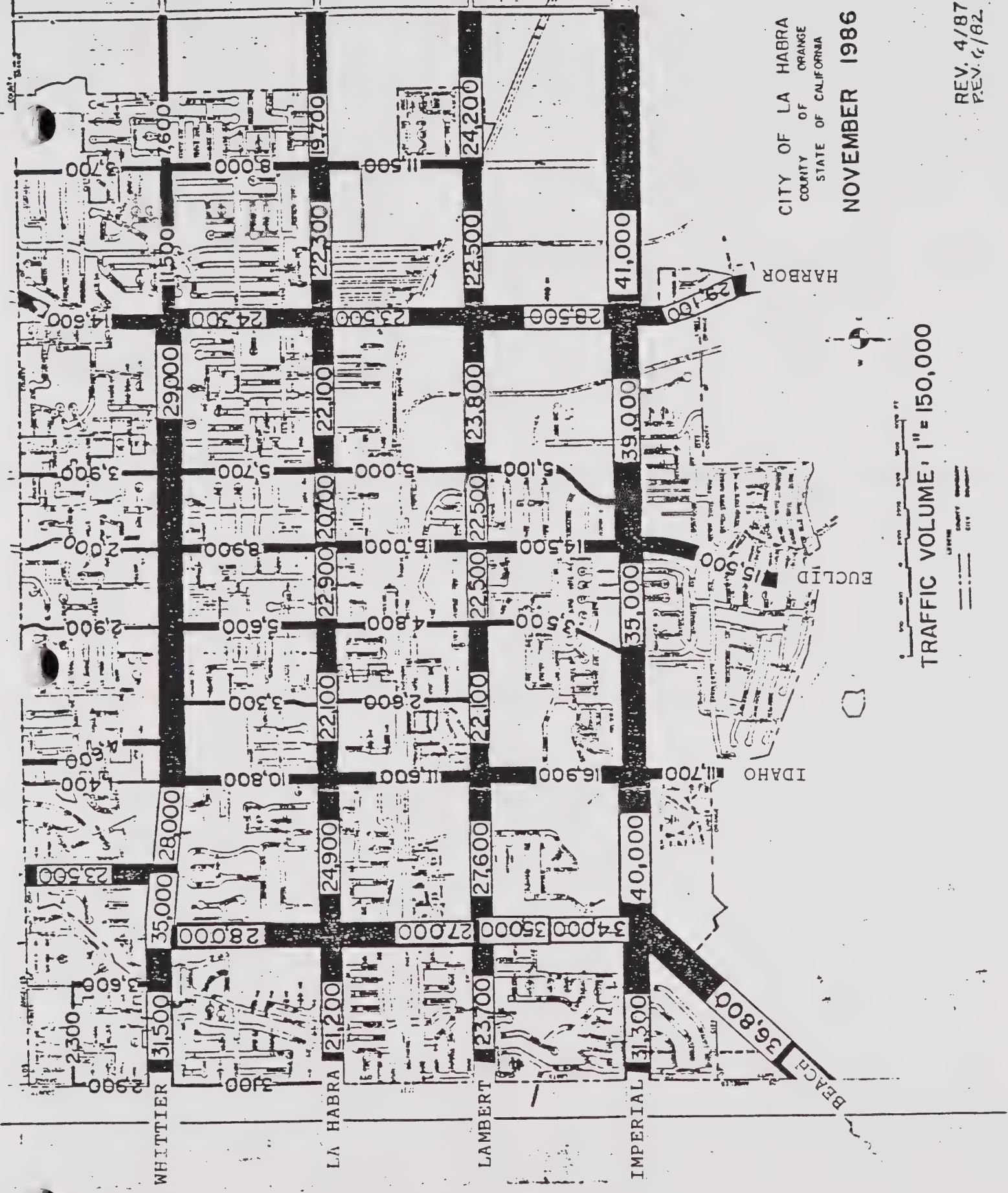
LMAX = 80.2 dB

LMIN = 60.1 dB

CNEL = 71.8 dB

LDN = 71.8 dB

DAVY
& ASSOCIATES, INC.



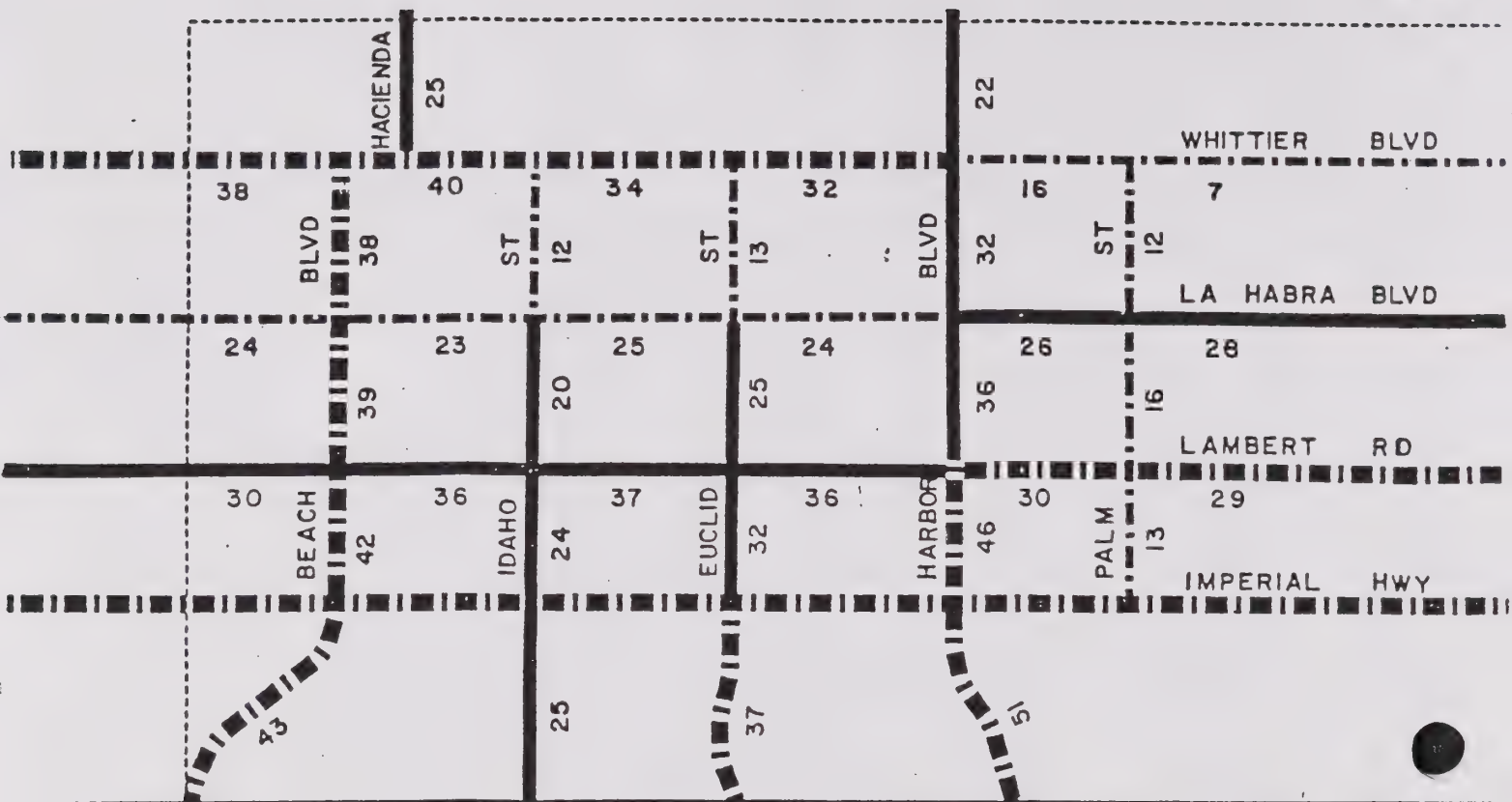
CITY OF LA HABRA
 COUNTY OF ORANGE
 STATE OF CALIFORNIA

NOVEMBER 1986

TRAFFIC VOLUME: 1" = 150,000

REV. 4/87
 REV. 6/82

Figure 1. 1986 Traffic Volumes



RECOMMENDED MPAH CLASSIFICATIONS

NOCCS 1995 ADT VOLUMES
NUMBERS IN THOUSANDS


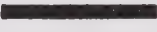



MAJOR 
PRIMARY 
SECONDARY 
COUNTY LINE 
SCALE: 
1" = 3000'

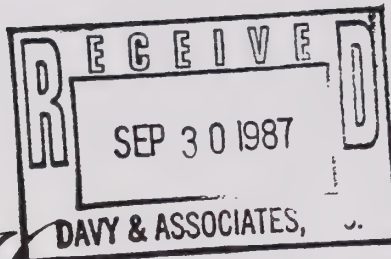
Figure 2. 1995 Traffic Volumes

APPENDIX A



CITY of

La Habra



CIVIC CENTER

P.O. BOX 337

LA HABRA, CALIFORNIA 90631

(213) 694-1011

(714) 526-2227

September 29, 1987

Mr. Bruce Davy
Davy & Associates, Inc.
865 Manhattan Beach Boulevard, Suite 202
Manhattan Beach, CA 90266-4911

SUBJECT: STREET DESIGN INFORMATION

Dear Mr. Davy:

Attached is a copy of our corrections to your table of street design information.

We have also included a summary of our speed survey data for streets in the City of La Habra.

If there are any questions, please contact this office.

Very truly yours,

Robert L. Buonodono
City Engineer

Nelson Wong

By: Nelson Wong
C.E. Assistant

RLB:NW:js

Davy

& Associates, Inc.
Consultants In Acoustics

865 Manhattan Beach Boulevard, Suite 202 • Manhattan Beach, California 90266-4911 • 213/546-3387

PROJECT MEMORANDUM

TO: NELSON WONG, TRAFFIC ENGINEER
FROM: BRUCE DAVY
PROJECT: CITY OF LA HABRA NOISE ELEMENT
DATE: SEPTEMBER 10, 1987
JN: 87158
MEMO NUMBER: P87158-1
SUBJECT: STREET DESIGN INFORMATION

1. Attached is a table of design information which was put together from observations made yesterday, September 9, while driving on these streets. Your review and comments regarding the accuracy of the observations would be appreciated. The information is needed for our preparation of existing and projected future equal noise level contours. Additionally, if you have any data on actual average speeds on these streets, that would be helpful to us. Thank you again for the present and projected future ADT information you have sent to us. We do appreciate your assistance.

Distribution: ✓ Nelson Wong
Bill Claire

	<u>MEDIAN</u>	<u>LANES EACH WAY</u>	<u>PARKING LANE</u>	<u>POSTED SPEED</u>
<u>BEACH</u>				
North of Imperial to Whittier	16'	5 ²	8'	45 mph
<u>WHITTIER</u>				
To Idaho	16'	2	2' ^{5'}	40 mph
To Walnut	16'	2	4' ^{3'}	40 mph
To Euclid	16'	2	8'	40 mph
To Harbor	16'	2	8'	40 mph
<u>HARBOR</u>				
South to Lambert	16'	2	8'	40 mph
To Imperial	16'	3	0 ^{no parking}	40 mph
<u>IMPERIAL</u>				
West to Beach	14'	3	2' ⁶ ^{no parking}	45 mph
<u>LAMBERT</u>				
East to Euclid	12'	2	10'	40 mph X not entirely
To railroad crossing	0	2	10'	40 mph
Railroad crossing to Harbor	12'	2	10'	40 mph
<u>LA HABRA</u>				
West to Idaho	0	2	8' C	30 mph X not
To Beach	12'	2	2' ^{no parking}	35 mph
<u>IDAHO</u>				
South to La Habra	0	1	10'	25 mph
To 3 blocks north of Imperial	0	2	8'	40 mph X not entirely
To Imperial	10'	2	0 ^{no parking}	40 mph
<u>EUCLID</u>				
North to La Habra	0	2	8'	35 mph X not entirely
To Whittier	0	1	8'	30 mph
		(construction)		

SPEED STUDY ANALYSIS
SELECTED STREETS

More input data
on selected
streets.

LOCATION	POSTED SPEED LIMIT	85TH PERCENTILE SPEED	MEDIAN SPEED	PACE SPEED	DATE OF STUDY
EUCLID ST-Imperial to S.C.L.					
Northbound	40/40	49/49	44/43	39-49/39-49	10-28-83/12-08-86
Southbound	40/40	49/47	45/42	39-49/37-47	10-31-83/12-08-86
EUCLID ST-Las Lomas to Imperial					
Northbound	35/35	40/39	35/34	31-41/29-39	11-10-83/12-17-86
Southbound	35/35	43/42	38/37	33-43/31-41	11-10-83/12-17-86
LAMBERT RD-W.C.L. to Beach					
Eastbound	35/35	48/44	43/41	38-48/35-45	10-12-83/12-09-86
Westbound	35/35	47/47	42/41	37-47/36-46	12-12-83/12-09-86
LAMBERT RD-Beach to Idaho					
Eastbound	35/35	49/46	45/41	40-50/37-47	12-08-83/12-10-86
Westbound	35/35	47/43	43/38	37-47/33-43	12-08-83/12-10-86
HARBOR BLVD-La Habra to Lambert					
Northbound	40/40	46/43	42/38	37-47/32-42	1-13-84/12-10-86
Southbound	40/40	47/47	43/40	38-48/35-45	1-13-84/12-10-86
LA HABRA BLVD-Walnut to Cypress					
Eastbound	30/30	37/37	33/32	28-38/27-37	12-27-83/12-16-86
Westbound	30/30	37/35	32/31	28-38/26-36	12-27-83/12-16-86
LA HABRA BLVD-Cypress to Harbor					
Eastbound	30/30	37/39	32/33	28-38/29-39	12-28-83/12-16-86
Westbound	30/30	37/39	32/35	28-38/29-39	12/28-83/12-16-86
LA HABRA BLVD-Harbor to Palm					
Eastbound	35/35	43/43	38/38	33-43/33-43	01-03-84/12-11-86
Westbound	35/35	44/44	39/39	35-45/34-44	01-03-84/12-11-86

<u>LOCATION</u>	<u>POSTED SPEED LIMIT</u>	<u>85th PERCENTILE SPEED</u>	<u>MEDIAN SPEED</u>	<u>PACE SPEED</u>	<u>DATE OF STUDY</u>	<u>REC. SPEED</u>	<u>REMARKS</u>
EACH BOULEVARD (NB/SB)							
Whittier to La Habra	45	46/49	→	38-48/37-47	8-00-83	45	Commercial, divided highway
La Habra to Lambert	45	46/47		38-48/37-47	8-00-83	45	Commercial, divided highway
Lambert to Imperial	45	46/48		37-47/38-48	8-00-83	45	Commercial, divided highway
Imperial to S.C.L.	45						
ITRUS DRIVE (NB/SB)							
N.C.L. to Whittier	30	38/38	33/34	28-38/29-39	10-21-83	30	Residential, steep grade alignment
YPRESS STREET (NB/SB)							
N.C.L. to Whittier	35	41	36	31-41	10-26-83	35	Residential
Whittier to La Habra	30	39/38	34/34	29-39/29-39	10-27-83	30	Residential, park
La Habra to Lambert	30	36/35	32/31	27-37/26-36	10-27-83	30	Light industrial, residential
Lambert to Imperial	30	37/38	33/32	27-37/27-37	10-26-83	30	Light industrial, residential
UCLID STREET (NB/SB)							
N.C.L. to Whittier	30	34	29	24-34	10-28-83	30	Residential
Whittier to La Habra	30	37/36	32/32	28-38/27-37	11-07-83	30	Residential, Civic Center
La Habra to Lambert	35	40/41	36/36	31-41/31-41	11-09-83	35	Commercial, park
Lambert to Las Lomas	35	45/44	40/40	35-45/35-45	11-07-83/ 02-08-84	35	Residential, park, elem. school, rolling grade alignment
Las Lomas to Imperial	35	40/43	35/38	31-41/33-43	11-10-83	35	Industrial, residential
Imperial to S.C.L.	40	49/49	44/45	39-49/39-49	10-28-83/ 10-31-83	40	Steep grade alignment
ACIENDA ROAD (NB/SB)							
N.C.L. to Whittier	35	43/42	37/38	32-42/32-42	11-09-83	35	Residential, Comm. Center

<u>LOCATION</u>	<u>POSTED SPEED LIMIT</u>	<u>85th PERCENTILE SPEED</u>	<u>MEDIAN SPEED</u>	<u>PACE SPEED</u>	<u>DATE OF STUDY</u>	<u>REC. -SPEED</u>	<u>REMARKS</u>
HARBOR BOULEVARD (NB/SB)							
N.C.L. to Whittier	35	45/46	42/41	36-46/36-46	12-05-83	40	Shopping center, primary arterial
Whittier to La Habra	40	43/43	38/38	34-44/35-45	01-10-84	40	Commercial, primary arterial
La Habra to Lambert	40	46/47	42/43	37-47/38-48	01-13-84	40	Commercial, industrial, primary arterial
Lambert to Imperial	40	46/45	42/41	37-47/37-47	01-13-84	40	Industrial, shopping center, primary arterial
Imperial to Las Palmas	45	47/45	42/40	38-48/36-46	01-11-84	45	Commercial, primary arterial
Las Palmas to S.C.L.	50						Commercial, primary arterial
IDAHO STREET (NB/SB)							
Whittier to La Habra	25	36/36	33/33	28-38/28-38	10-20-83	30	Residential, high school
La Habra to SPRR	30	43/41	38/37	33-43/32-42	02-13-84	30	High density residential
SPRR to Lambert	40	44/44	40/40	34-44/35-45	10-19-83	40	Hospital, mobile home park
Lambert to Imperial	40	44/45	42/42	35-45/37-47	10-14-83/ 10-18-83	40	High density residential, shopping center
IMPERIAL HIGHWAY (EB/WB)							
W.C.L. to Beach	45	48/47	43/42	38-48/38-48	04-27-84	45	Shopping centers, primary arterial
Beach to Idaho	45	45/47		37-47/40-50	02-00-84	45	Shopping centers, primary arterial
Idaho to Euclid	45	50/50		41-51/40-50	02-00-84	45	Post Office, high density residential, primary arterial
Euclid to Harbor	45	51/51		41-51/42-52	02-00-84	45	Commercial, industrial, primary arterial
LA HABRA BOULEVARD (EB/WB)							
W.C.L. to Dexford	35	44/45	39/41	34-44/36-46	12-16-83	35	High density residential
Dexford to Beach	35	38/39	34/35	28-38/29-39	03-30-84	35	Residential, shopping ctr.
Beach to Idaho	35	45/44	41/40	36-46/35-45	12-22-83	35	Shopping center, commercial
Idaho to Walnut	30	36/37	32/32	27-37/28-38	02-16-84	30	Central business district

<u>LOCATION</u>	<u>POSTED SPEED LIMIT</u>	<u>85th PERCENTILE SPEED</u>	<u>MEDIAN SPEED</u>	<u>PACE SPEED</u>	<u>DATE OF STUDY</u>	<u>REC. SPEED</u>	<u>REMARKS</u>
LA HABRA BOULEVARD (EB/WB)							
Walnut to Cypress	30	37/37	33/32	28-38/28-38	12-27-83	30	Central business district
Cypress to Harbor	30	37/37	32/32	28-38/28-38	12-28-83	30	Central business district
Harbor to Palm	35	43/44	38/39	33-43/35-45	01-03-84	35	High density residential, commercial
Palm to E.C.L.	35	43/44	38/38	33-43/35-45	01-04-84	35	Residential, church
LAMBERT ROAD (EB/WB)							
W.C.L. to Beach	35	48/47	43/42	38-48/37-47	10-12-83	40	Residential, park
Beach to Idaho	35	49/47	45/43	40-50/37-47	12-08-83	40	High density residential, hospital, divided highway
Idaho to Walnut	40	46/45	43/42	37-47/36-46	12-09-83	40	High density residential, divided highway
Walnut to Cypress	35	45/44	40/39	36-46/34-44	12-12-83	35	Residential
Cypress to Harbor	40	46/45	43/41	37-47/36-46	12-12-83	40	Industrial
Harbor to SPRR	40	43/46	38/43	33-43/37-47	12-13-83	40	Industrial
SPRR to Palm	40	47/51	42/45	36-46/41-51	12-14-83	40	Industrial
MONTE VISTA STREET (NB/SB)							
La Habra to SPRR	-	37/35	33/31	28-38/25-35	03-19-84	30	High density residential
SPRR to Lambert	-	36/34	31/30	26-36/25-35	03-21-84	30	High density residential
PALM STREET (NB/SB)							
N.C.L. to Whittier	-	38	33	28-38	12-05-83	30	Residential
Whittier to La Habra	30	38-37	34/33	28-38/28-38	11-14-83	30	Residential, school route
La Habra to Lambert	35	43-42	39-38	34-44/34-44	02-13-84	35	High school, high density residential
WALNUT STREET (NB/SB)							
N.C.L. to Whittier	35	41	37	31-41	02-08-84	35	High density residential, commercial
Whittier to La Habra	25	36/37	31/33	26-36/28-38	11-01-83/ 11-03-83	25	Residential, elem. school, narrow street

<u>LOCATION</u>	<u>POSTED SPEED LIMIT</u>	<u>85th PERCENTILE SPEED</u>	<u>MEDIAN SPEED</u>	<u>PACE SPEED</u>	<u>DATE OF STUDY</u>	<u>REC. SPEED</u>	<u>REMARKS</u>
WALNUT STREET (NB/SB)							
La Habra to Lambert	25	35/37	30/32	25-35/27-37	11-03-83	25	Residential, light Industrial, steep grade alignment
Lambert to Imperial	25	34/35	29/30	24-34/24-34	11-08-83	25	Residential
WHITTIER BOULEVARD (EB/WB)							
W.C.L. to Beach	40	42/39 41/45	34-44 34-44/31-41	34-44 34-44/31-41	04-14-81 3/87	40	Commercial, primary arterial
Beach to Euclid	40	43/44 43/43	33-43 34-44/34-44	33-43 34-44/34-44	04-14-81 3/87	40	Commercial, primary arterial
Euclid to Harbor	40	44/43 46/44	35-45 36-46/34-44	35-45 36-46/34-44	04-14-81 3/87	40	Commercial, primary arterial
Harbor to Brighton	35	41/42	37/37	32-42/32-42	05-11-84	35	Residential
Brighton to Palm	25	37/40	33/35	28-38/31-41	06-06-84	25	Residential, elem. school
Palm to E.C.L.	25	33/35	29/31	25-35/26-36	06-06-84	25	Residential, narrow street

APPENDIX B
CALCULATIONS

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: BEACH

PROJECTION YEAR: 1987

RECEIVE SITE: CNEL 70

TYPE OF SITE: HARD FLOOR: FIRST

ADT: 35000 SPEED: 46 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: BEACH

PROJECTION YEAR: 1987

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	551	551	551	551
CARS/EVE-HR	367	367	367	367
CARS/NITE-HR	91	91	91	91
MEDS/DAY-HR	11	11	11	11
MEDS/EVE-HR	3	3	3	3
MEDS/NITE-HR	2	2	2	2
TRKS/DAY-HR	5	5	5	5
TRKS/EVE-HR	1	1	1	1
TRKS/NITE-HR	1	1	1	1

DIST TO REC	85	97	125	137
DIST TO BARR	14	26	54	66
BARR HT	0	0	0	0
LOS HT-11.5 Ft	10	10	9	8
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	63.9	63.3	62.2	61.8
LEQ/EVE-HR	60.7	60.2	59.1	58.7
LEQ/NITE-HR	56.0	55.4	54.3	54.0

TOTAL DAY HOUR LEQ IS	68.9	dB
TOTAL EVENING HOUR LEQ IS	65.7	dB
TOTAL NIGHT HOUR LEQ IS	61.0	dB

24 HOUR LEQ VALUE IS	66.8	dB
LDN VALUE IS	69.6	dB
CNEL VALUE IS	70.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

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JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: BEACH

PROJECTION YEAR: 1987

RECEIVE SITE: CNEL 65

TYPE OF SITE: HARD

FLOOR: FIRST

ADT: 35000 SPEED: 46 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: BEACH

PROJECTION YEAR: 1987

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	551	551	551	551
CARS/EVE-HR	367	367	367	367
CARS/NITE-HR	91	91	91	91
MEDS/DAY-HR	11	11	11	11
MEDS/EVE-HR	3	3	3	3
MEDS/NITE-HR	2	2	2	2
TRKS/DAY-HR	5	5	5	5
TRKS/EVE-HR	1	1	1	1
TRKS/NITE-HR	1	1	1	1

DIST TO REC	314	326	354	366
DIST TO BARR	14	26	54	66
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	11	11	10
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	58.2	58.0	57.7	57.5
LEQ/EVE-HR	55.1	54.9	54.5	54.4
LEQ/NITE-HR	50.3	50.2	49.8	49.7

TOTAL DAY HOUR LEQ IS	63.9	dB
TOTAL EVENING HOUR LEQ IS	60.7	dB
TOTAL NIGHT HOUR LEQ IS	56.0	dB

24 HOUR LEQ VALUE IS	61.8	dB
LDN VALUE IS	64.6	dB
CNEL VALUE IS	65.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: BEACH

PROJECTION YEAR: 1987

RECEIVE SITE: CNEL 60

TYPE OF SITE: HARD FLOOR: FIRST

ADT: 35000 SPEED: 46 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: BEACH

PROJECTION YEAR: 1987

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	551	551	551	551
CARS/EVE-HR	367	367	367	367
CARS/NITE-HR	91	91	91	91
MEDS/DAY-HR	11	11	11	11
MEDS/EVE-HR	3	3	3	3
MEDS/NITE-HR	2	2	2	2
TRKS/DAY-HR	5	5	5	5
TRKS/EVE-HR	1	1	1	1
TRKS/NITE-HR	1	1	1	1

DIST TO REC	1044	1056	1084	1096
DIST TO BARR	14	26	54	66
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	11	11	11
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	53.0	52.9	52.8	52.7
LEQ/EVE-HR	49.8	49.8	49.7	49.6
LEQ/NITE-HR	45.1	45.1	45.0	44.9

TOTAL DAY HOUR LEQ IS	58.9	dB
TOTAL EVENING HOUR LEQ IS	55.7	dB
TOTAL NIGHT HOUR LEQ IS	51.0	dB

24 HOUR LEQ VALUE IS	56.8	dB
LDN VALUE IS	59.6	dB
CNEL VALUE IS	60.0	dB

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: BEACH

PROJECTION YEAR: 1995

RECEIVE SITE: CNEL 70

TYPE OF SITE: HARD

FLOOR: FIRST

ADT: 42000 SPEED: 46 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: BEACH

PROJECTION YEAR: 1995

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	661	661	661	661
CARS/EVE-HR	440	440	440	440
CARS/NITE-HR	109	109	109	109
MEDS/DAY-HR	14	14	14	14
MEDS/EVE-HR	3	3	3	3
MEDS/NITE-HR	2	2	2	2
TRKS/DAY-HR	6	6	6	6
TRKS/EVE-HR	1	1	1	1
TRKS/NITE-HR	1	1	1	1

DIST TO REC	106	118	146	158
DIST TO BARR	14	26	54	66
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	10	9	9
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	63.7	63.2	62.3	62.0
LEQ/EVE-HR	60.6	60.1	59.2	58.8
LEQ/NITE-HR	55.9	55.4	54.5	54.1

TOTAL DAY HOUR LEQ IS	68.9	dB
TOTAL EVENING HOUR LEQ IS	65.7	dB
TOTAL NIGHT HOUR LEQ IS	61.0	dB

24 HOUR LEQ VALUE IS	66.8	dB
LDN VALUE IS	69.6	dB
CNEL VALUE IS	70.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: BEACH

PROJECTION YEAR: 1995

RECEIVE SITE: CNEL 65

TYPE OF SITE: HARD FLOOR: FIRST

ADT: 42000 SPEED: 46 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: BEACH

PROJECTION YEAR: 1995

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	661	661	661	661
CARS/EVE-HR	440	440	440	440
CARS/NITE-HR	109	109	109	109
MEDS/DAY-HR	14	14	14	14
MEDS/EVE-HR	3	3	3	3
MEDS/NITE-HR	2	2	2	2
TRKS/DAY-HR	6	6	6	6
TRKS/EVE-HR	1	1	1	1
TRKS/NITE-HR	1	1	1	1

DIST TO REC	379	391	419	431
DIST TO BARR	14	26	54	66
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	11	11	11
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	58.2	58.0	57.7	57.6
LEQ/EVE-HR	55.0	54.9	54.6	54.5
LEQ/NITE-HR	50.3	50.2	49.9	49.8

TOTAL DAY HOUR LEQ IS	63.9	dB
TOTAL EVENING HOUR LEQ IS	60.8	dB
TOTAL NIGHT HOUR LEQ IS	56.1	dB

24 HOUR LEQ VALUE IS	61.8	dB
LON VALUE IS	64.6	dB
CNEL VALUE IS	65.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

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JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: BEACH

PROJECTION YEAR: 1995

RECEIVE SITE: CNEL 60

TYPE OF SITE: HARD FLOOR: FIRST

ADT: 42000 SPEED: 46 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: BEACH

PROJECTION YEAR: 1995

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	661	661	661	661
CARS/EVE-HR	440	440	440	440
CARS/NITE-HR	109	109	109	109
MEDS/DAY-HR	14	14	14	14
MEDS/EVE-HR	3	3	3	3
MEDS/NITE-HR	2	2	2	2
TRKS/DAY-HR	6	6	6	6
TRKS/EVE-HR	1	1	1	1
TRKS/NITE-HR	1	1	1	1

DIST TO REC	1254	1266	1294	1306
DIST TO BARR	14	26	54	66
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	11	11	11
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	53.0	52.9	52.8	52.8
LEQ/EVE-HR	49.8	49.8	49.7	49.7
LEQ/NITE-HR	45.1	45.1	45.0	44.9

TOTAL DAY HOUR LEQ IS	58.9	dB
TOTAL EVENING HOUR LEQ IS	55.8	dB
TOTAL NIGHT HOUR LEQ IS	51.1	dB

24 HOUR LEQ VALUE IS	56.8	dB
LDN VALUE IS	59.6	dB
CNEL VALUE IS	60.0	dB

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: BEACH

PROJECTION YEAR: 1987

RECEIVE SITE: CNEL 70

TYPE OF SITE: HARD FLOOR: FIRST

ADT: 28000 SPEED: 46 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: BEACH

PROJECTION YEAR: 1987

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	440	440	440	440
CARS/EVE-HR	293	293	293	293
CARS/NITE-HR	73	73	73	73
MEDS/DAY-HR	9	9	9	9
MEDS/EVE-HR	2	2	2	2
MEDS/NITE-HR	1	1	1	1
TRKS/DAY-HR	4	4	4	4
TRKS/EVE-HR	0	0	0	0
TRKS/NITE-HR	1	1	1	1

DIST TO REC	64	76	104	116
DIST TO BARR	14	26	54	66
BARR HT	0	0	0	0
LOS HT-11.5 Ft	10	9	8	8
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	64.1	63.4	62.0	61.5
LEQ/EVE-HR	61.0	60.2	58.9	58.4
LEQ/NITE-HR	56.3	55.5	54.2	53.7

TOTAL DAY HOUR LEQ IS	68.9	dB
TOTAL EVENING HOUR LEQ IS	65.8	dB
TOTAL NIGHT HOUR LEQ IS	61.1	dB

24 HOUR LEQ VALUE IS	66.8	dB
LDN VALUE IS	69.6	dB
CNEL VALUE IS	70.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION
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JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: BEACH

PROJECTION YEAR: 1987

RECEIVE SITE: CNEL 65

TYPE OF SITE: HARD FLOOR: FIRST

ADT: 28000 SPEED: 46 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: BEACH

PROJECTION YEAR: 1987

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	440	440	440	440
CARS/EVE-HR	293	293	293	293
CARS/NITE-HR	73	73	73	73
MEDS/DAY-HR	9	9	9	9
MEDS/EVE-HR	2	2	2	2
MEDS/NITE-HR	1	1	1	1
TRKS/DAY-HR	4	4	4	4
TRKS/EVE-HR	0	0	0	0
TRKS/NITE-HR	1	1	1	1

DIST TO REC	246	258	286	298
DIST TO BARR	14	26	54	66
BARR HT	0	0	0	0
REC HT-11.5 Ft	11	11	10	10
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	58.3	58.1	57.6	57.4
LEQ/EVE-HR	55.1	54.9	54.5	54.3
LEQ/NITE-HR	50.4	50.2	49.8	49.6

TOTAL DAY HOUR LEQ IS	63.9	dB
TOTAL EVENING HOUR LEQ IS	60.8	dB
TOTAL NIGHT HOUR LEQ IS	56.0	dB

24 HOUR LEQ VALUE IS	61.8	dB
LDN VALUE IS	64.6	dB
CNEL VALUE IS	65.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: BEACH

PROJECTION YEAR: 1987

RECEIVE SITE: CNEL 60

TYPE OF SITE: HARD FLOOR: FIRST

ADT: 28000 SPEED: 46 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: BEACH

PROJECTION YEAR: 1987

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	440	440	440	440
CARS/EVE-HR	293	293	293	293
CARS/NITE-HR	73	73	73	73
MEDS/DAY-HR	9	9	9	9
MEDS/EVE-HR	2	2	2	2
MEDS/NITE-HR	1	1	1	1
TRKS/DAY-HR	4	4	4	4
TRKS/EVE-HR	0	0	0	0
TRKS/NITE-HR	1	1	1	1

DIST TO REC	824	836	864	876
DIST TO BARR	14	26	54	66
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	11	11	11
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	53.0	53.0	52.8	52.8
LEQ/EVE-HR	49.9	49.8	49.7	49.6
LEQ/NITE-HR	45.2	45.1	45.0	44.9

TOTAL DAY HOUR LEQ IS	58.9	dB
TOTAL EVENING HOUR LEQ IS	55.8	dB
TOTAL NIGHT HOUR LEQ IS	51.1	dB

24 HOUR LEQ VALUE IS	56.8	dB
LDN VALUE IS	59.6	dB
CNEL VALUE IS	60.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

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JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: BEACH

PROJECTION YEAR: 1995

RECEIVE SITE: CNEL 70

TYPE OF SITE: HARD

FLOOR: FIRST

ADT: 38000 SPEED: 46 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: BEACH

PROJECTION YEAR: 1995

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	598	598	598	598
CARS/EVE-HR	398	398	398	398
CARS/NITE-HR	99	99	99	99
MEDS/DAY-HR	12	12	12	12
MEDS/EVE-HR	3	3	3	3
MEDS/NITE-HR	2	2	2	2
TRKS/DAY-HR	5	5	5	5
TRKS/EVE-HR	1	1	1	1
TRKS/NITE-HR	1	1	1	1

DIST TO REC	94	106	134	146
DIST TO BARR	14	26	54	66
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	10	9	9
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	63.8	63.3	62.2	61.9
LEQ/EVE-HR	60.6	60.1	59.1	58.7
LEQ/NITE-HR	55.9	55.4	54.4	54.0

TOTAL DAY HOUR LEQ IS	68.9	dB
TOTAL EVENING HOUR LEQ IS	65.7	dB
TOTAL NIGHT HOUR LEQ IS	61.0	dB

24 HOUR LEQ VALUE IS	66.8	dB
LDN VALUE IS	69.6	dB
CNEL VALUE IS	70.0	dB

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JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: BEACH

PROJECTION YEAR: 1995

RECEIVE SITE: CNEL 65

TYPE OF SITE: HARD FLOOR: FIRST

ADT: 38000 SPEED: 46 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: BEACH

PROJECTION YEAR: 1995

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	598	598	598	598
CARS/EVE-HR	398	398	398	398
CARS/NITE-HR	99	99	99	99
MEDS/DAY-HR	12	12	12	12
MEDS/EVE-HR	3	3	3	3
MEDS/NITE-HR	2	2	2	2
TRKS/DAY-HR	5	5	5	5
TRKS/EVE-HR	1	1	1	1
TRKS/NITE-HR	1	1	1	1

DIST TO REC	342	354	382	394
DIST TO BARR	14	26	54	66
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	11	11	10
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	58.2	58.0	57.7	57.5
LEQ/EVE-HR	55.0	54.9	54.6	54.4
LEQ/NITE-HR	50.3	50.2	49.9	49.7

TOTAL DAY HOUR LEQ IS	63.9	dB
TOTAL EVENING HOUR LEQ IS	60.8	dB
TOTAL NIGHT HOUR LEQ IS	56.1	dB

24 HOUR LEQ VALUE IS	61.8	dB
LDN VALUE IS	64.6	dB
CNEL VALUE IS	65.0	dB

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JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: BEACH

PROJECTION YEAR: 1995

RECEIVE SITE: CNEL 60

TYPE OF SITE: HARD FLOOR: FIRST

ADT: 38000 SPEED: 46 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: BEACH

PROJECTION YEAR: 1995

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	598	598	598	598
CARS/EVE-HR	398	398	398	398
CARS/NITE-HR	99	99	99	99
MEDS/DAY-HR	12	12	12	12
MEDS/EVE-HR	3	3	3	3
MEDS/NITE-HR	2	2	2	2
TRKS/DAY-HR	5	5	5	5
TRKS/EVE-HR	1	1	1	1
TRKS/NITE-HR	1	1	1	1

DIST TO REC	1134	1146	1174	1186
DIST TO BARR	14	26	54	66
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	11	11	11
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	53.0	52.9	52.8	52.8
LEQ/EVE-HR	49.8	49.8	49.7	49.6
LEQ/NITE-HR	45.1	45.1	45.0	44.9

TOTAL DAY HOUR LEQ IS	58.9	dB
TOTAL EVENING HOUR LEQ IS	55.8	dB
TOTAL NIGHT HOUR LEQ IS	51.1	dB

24 HOUR LEQ VALUE IS	56.8	dB
LDN VALUE IS	59.6	dB
CNEL VALUE IS	60.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: WHITTIER

PROJECTION YEAR: 1987

RECEIVE SITE: CNEL 70

TYPE OF SITE: HARD FLOOR: FIRST

ADT: 35000 SPEED: 45 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: WHITTIER

PROJECTION YEAR: 1987

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	551	551	551	551
CARS/EVE-HR	367	367	367	367
CARS/NITE-HR	91	91	91	91
MEDS/DAY-HR	11	11	11	11
MEDS/EVE-HR	3	3	3	3
MEDS/NITE-HR	2	2	2	2
TRKS/DAY-HR	5	5	5	5
TRKS/EVE-HR	1	1	1	1
TRKS/NITE-HR	1	1	1	1

DIST TO REC	79	91	119	131
DIST TO BARR	14	26	54	66
BARR HT	0	0	0	0
LOS HT-11.5 Ft	10	10	9	8
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	63.9	63.3	62.2	61.7
LEQ/EVE-HR	60.8	60.2	59.0	58.6
LEQ/NITE-HR	56.1	55.5	54.3	53.9

TOTAL DAY HOUR LEQ IS	68.9	dB
TOTAL EVENING HOUR LEQ IS	65.7	dB
TOTAL NIGHT HOUR LEQ IS	61.1	dB

24 HOUR LEQ VALUE IS	66.8	dB
LDN VALUE IS	69.6	dB
CNEL VALUE IS	70.0	dB

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: WHITTIER

PROJECTION YEAR: 1987

RECEIVE SITE: CNEL 65

TYPE OF SITE: HARD

FLOOR: FIRST

ADT: 35000 SPEED: 45 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: WHITTIER

PROJECTION YEAR: 1987

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	551	551	551	551
CARS/EVE-HR	367	367	367	367
CARS/NITE-HR	91	91	91	91
MEDS/DAY-HR	11	11	11	11
MEDS/EVE-HR	3	3	3	3
MEDS/NITE-HR	2	2	2	2
TRKS/DAY-HR	5	5	5	5
TRKS/EVE-HR	1	1	1	1
TRKS/NITE-HR	1	1	1	1

DIST TO REC	294	306	334	346
DIST TO BARR	14	26	54	66
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	11	10	10
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	58.2	58.1	57.7	57.5
LEQ/EVE-HR	55.1	54.9	54.5	54.4
LEQ/NITE-HR	50.4	50.2	49.8	49.7

TOTAL DAY HOUR LEQ IS	63.9	dB
TOTAL EVENING HOUR LEQ IS	60.8	dB
TOTAL NIGHT HOUR LEQ IS	56.1	dB

24 HOUR LEQ VALUE IS	61.8	dB
LDN VALUE IS	64.6	dB
CNEL VALUE IS	65.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

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JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: WHITTIER

PROJECTION YEAR: 1987

RECEIVE SITE: CNEL 60

TYPE OF SITE: HARD FLOOR: FIRST

ADT: 35000 SPEED: 45 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: WHITTIER

PROJECTION YEAR: 1987

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	551	551	551	551
CARS/EVE-HR	367	367	367	367
CARS/NITE-HR	91	91	91	91
MEDS/DAY-HR	11	11	11	11
MEDS/EVE-HR	3	3	3	3
MEDS/NITE-HR	2	2	2	2
TRKS/DAY-HR	5	5	5	5
TRKS/EVE-HR	1	1	1	1
TRKS/NITE-HR	1	1	1	1

DIST TO REC	984	996	1024	1036
DIST TO BARR	14	26	54	66
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	11	11	11
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	53.0	52.9	52.8	52.8
LEQ/EVE-HR	49.8	49.8	49.7	49.6
LEQ/NITE-HR	45.2	45.1	45.0	44.9

TOTAL DAY HOUR LEQ IS	58.9	dB
TOTAL EVENING HOUR LEQ IS	55.7	dB
TOTAL NIGHT HOUR LEQ IS	51.1	dB

24 HOUR LEQ VALUE IS	56.8	dB
LDN VALUE IS	59.6	dB
CNEL VALUE IS	60.0	dB

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JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: WHITTIER

PROJECTION YEAR: 1995

RECEIVE SITE: CNEL 70

TYPE OF SITE: HARD

FLOOR: FIRST

ADT: 40000 SPEED: 45 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: WHITTIER

PROJECTION YEAR: 1995

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	629	629	629	629
CARS/EVE-HR	419	419	419	419
CARS/NITE-HR	104	104	104	104
MEDS/DAY-HR	13	13	13	13
MEDS/EVE-HR	3	3	3	3
MEDS/NITE-HR	2	2	2	2
TRKS/DAY-HR	5	5	5	5
TRKS/EVE-HR	1	1	1	1
TRKS/NITE-HR	1	1	1	1

DIST TO REC	94	106	134	146
DIST TO BARR	14	26	54	66
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	10	9	9
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	63.8	63.2	62.2	61.8
LEQ/EVE-HR	60.6	60.1	59.1	58.7
LEQ/NITE-HR	55.9	55.4	54.4	54.0

TOTAL DAY HOUR LEQ IS	68.9	dB
TOTAL EVENING HOUR LEQ IS	65.7	dB
TOTAL NIGHT HOUR LEQ IS	61.0	dB

24 HOUR LEQ VALUE IS	66.8	dB
LDN VALUE IS	69.6	dB
CNEL VALUE IS	70.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: WHITTIER

PROJECTION YEAR: 1995

RECEIVE SITE: CNEL 65

TYPE OF SITE: HARD

FLOOR: FIRST

ADT: 40000 SPEED: 45 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: WHITTIER

PROJECTION YEAR: 1995

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	629	629	629	629
CARS/EVE-HR	419	419	419	419
CARS/NITE-HR	104	104	104	104
MEDS/DAY-HR	13	13	13	13
MEDS/EVE-HR	3	3	3	3
MEDS/NITE-HR	2	2	2	2
TRKS/DAY-HR	5	5	5	5
TRKS/EVE-HR	1	1	1	1
TRKS/NITE-HR	1	1	1	1

DIST TO REC	339	351	379	391
DIST TO BARR	14	26	54	66
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	11	11	10
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	58.2	58.0	57.7	57.6
LEQ/EVE-HR	55.0	54.9	54.6	54.4
LEQ/NITE-HR	50.4	50.2	49.9	49.7

TOTAL DAY HOUR LEQ IS	63.9	dB
TOTAL EVENING HOUR LEQ IS	60.8	dB
TOTAL NIGHT HOUR LEQ IS	56.1	dB

24 HOUR LEQ VALUE IS	61.8	dB
LDN VALUE IS	64.6	dB
CNEL VALUE IS	65.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION
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IN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: WHITTIER PROJECTION YEAR: 1995
RECEIVE SITE: CNEL 60 TYPE OF SITE: HARD FLOOR: FIRST
ADT: 40000 SPEED: 45 mph NO. LANES: 4 WALL HEIGHT: 0
ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90
GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: WHITTIER PROJECTION YEAR: 1995
VEHICLE % - DAY AUTOS .7551 MTRUCKS .0156 HTRUCKS .0064
VEHICLE % - EVENING AUTOS .1257 MTRUCKS .0009 HTRUCKS .0002
VEHICLE % - NIGHTS AUTOS .0934 MTRUCKS .0019 HTRUCKS .0008

LANE NO.	1	2	3	4
CARS/DAY-HR	629	629	629	629
CARS/EVE-HR	419	419	419	419
CARS/NITE-HR	104	104	104	104
MEDS/DAY-HR	13	13	13	13
MEDS/EVE-HR	3	3	3	3
MEDS/NITE-HR	2	2	2	2
TRKS/DAY-HR	5	5	5	5
TRKS/EVE-HR	1	1	1	1
TRKS/NITE-HR	1	1	1	1

	1139	1151	1179	1191
DIST TO REC	14	26	54	66
DIST TO BARR	0	0	0	0
BARR HT	11	11	11	11
LOS HT-11.5 Ft	0	0	0	0
LANE HT	5	5	5	5
REC HT				

	0.0	0.0	0.0	0.0
CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

	52.9	52.9	52.8	52.7
LEQ/DAY-HR	49.6	-	49.6	49.6
LEQ/EVE-HR	45.1	45.1	44.9	44.9
LEQ/NITE-HR				

	58.8	dB
TOTAL DAY HOUR LEQ IS	55.7	dB
TOTAL EVENING HOUR LEQ IS	51.0	dB
TOTAL NIGHT HOUR LEQ IS		

	56.8	dB
24 HOUR LEQ VALUE IS	59.6	dB
1 DN VALUE IS	60.0	dB
1 EL VALUE IS		

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION
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JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: WHITTIER

PROJECTION YEAR: 1987

RECEIVE SITE: CNEL 70

TYPE OF SITE: HARD FLOOR: FIRST

ADT: 29000 SPEED: 43 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: WHITTIER

PROJECTION YEAR: 1987

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	456	456	456	456
CARS/EVE-HR	304	304	304	304
CARS/NITE-HR	75	75	75	75
MEDS/DAY-HR	9	9	9	9
MEDS/EVE-HR	2	2	2	2
MEDS/NITE-HR	2	2	2	2
TRKS/DAY-HR	4	4	4	4
TRKS/EVE-HR	0	0	0	0
TRKS/NITE-HR	1	1	1	1

DIST TO REC	54	66	94	106
DIST TO BARR	14	26	54	66
BARR HT	0	0	0	0
LOS HT-11.5 Ft	10	9	8	7
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	64.3	63.4	61.9	61.4
LEQ/EVE-HR	61.1	60.2	58.7	58.2
LEQ/NITE-HR	56.5	55.6	54.0	53.5

TOTAL DAY HOUR LEQ IS	68.9	dB
TOTAL EVENING HOUR LEQ IS	65.7	dB
TOTAL NIGHT HOUR LEQ IS	61.1	dB

24 HOUR LEQ VALUE IS	66.8	dB
LDN VALUE IS	69.6	dB
CNEL VALUE IS	70.0	dB

Davy
& Associates
Consulting Acoustical Engineers

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: WHITTIER

PROJECTION YEAR: 1987

RECEIVE SITE: CNEL 65

TYPE OF SITE: HARD

FLOOR: FIRST

ADT: 29000 SPEED: 43 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: WHITTIER

PROJECTION YEAR: 1987

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	456	456	456	456
CARS/EVE-HR	304	304	304	304
CARS/NITE-HR	75	75	75	75
MEDS/DAY-HR	9	9	9	9
MEDS/EVE-HR	2	2	2	2
MEDS/NITE-HR	2	2	2	2
TRKS/DAY-HR	4	4	4	4
TRKS/EVE-HR	0	0	0	0
TRKS/NITE-HR	1	1	1	1

DIST TO REC	212	224	252	264
DIST TO BARR	14	26	54	66
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	11	10	10
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	58.3	58.1	57.6	57.4
LEQ/EVE-HR	55.1	54.9	54.4	54.2
LEQ/NITE-HR	50.5	50.3	49.8	49.6

TOTAL DAY HOUR LEQ IS	63.9	dB
TOTAL EVENING HOUR LEQ IS	60.7	dB
TOTAL NIGHT HOUR LEQ IS	56.1	dB

24 HOUR LEQ VALUE IS	61.8	dB
LDN VALUE IS	64.6	dB
CNEL VALUE IS	65.0	dB

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: WHITTIER

PROJECTION YEAR: 1987

RECEIVE SITE: CNEL 60

TYPE OF SITE: HARD

FLOOR: FIRST

ADT: 29000 SPEED: 43 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: WHITTIER

PROJECTION YEAR: 1987

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	456	456	456	456
CARS/EVE-HR	304	304	304	304
CARS/NITE-HR	75	75	75	75
MEDS/DAY-HR	9	9	9	9
MEDS/EVE-HR	2	2	2	2
MEDS/NITE-HR	2	2	2	2
TRKS/DAY-HR	4	4	4	4
TRKS/EVE-HR	0	0	0	0
TRKS/NITE-HR	1	1	1	1

DIST TO REC	724	736	764	776
DIST TO BARR	14	26	54	66
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	11	11	11
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	53.0	52.9	52.8	52.7
LEQ/EVE-HR	49.8	49.7	49.6	49.5
LEQ/NITE-HR	45.2	45.1	44.9	44.9

TOTAL DAY HOUR LEQ IS	58.9	dB
TOTAL EVENING HOUR LEQ IS	55.7	dB
TOTAL NIGHT HOUR LEQ IS	51.1	dB

24 HOUR LEQ VALUE IS	56.8	dB
LDN VALUE IS	59.6	dB
CNEL VALUE IS	60.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

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JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: WHITTIER

PROJECTION YEAR: 1995

RECEIVE SITE: CNEL 70

TYPE OF SITE: HARD

FLOOR: FIRST

ADT: 34000 SPEED: 43 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: WHITTIER

PROJECTION YEAR: 1995

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	535	535	535	535
CARS/EVE-HR	356	356	356	356
CARS/NITE-HR	88	88	88	88
MEDS/DAY-HR	11	11	11	11
MEDS/EVE-HR	3	3	3	3
MEDS/NITE-HR	2	2	2	2
TRKS/DAY-HR	5	5	5	5
TRKS/EVE-HR	1	1	1	1
TRKS/NITE-HR	1	1	1	1

DIST TO REC	66	78	106	118
DIST TO BARR	14	26	54	66
BARR HT	0	0	0	0
LOS HT-11.5 Ft	10	9	8	8
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	64.1	63.4	62.0	61.6
LEQ/EVE-HR	60.9	60.2	58.9	58.4
LEQ/NITE-HR	56.3	55.5	54.2	53.8

TOTAL DAY HOUR LEQ IS	68.9	dB
TOTAL EVENING HOUR LEQ IS	65.7	dB
TOTAL NIGHT HOUR LEQ IS	61.1	dB

24 HOUR LEQ VALUE IS	66.9	dB
LDN VALUE IS	69.6	dB
CNEL VALUE IS	70.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

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IN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: WHITTIER

PROJECTION YEAR: 1995

RECEIVE SITE: CNEL 65

TYPE OF SITE: HARD

FLOOR: FIRST

ADT: 34000 SPEED: 43 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: WHITTIER

PROJECTION YEAR: 1995

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	535	535	535	535
CARS/EVE-HR	356	356	356	356
CARS/NITE-HR	88	88	88	88
MEDS/DAY-HR	11	11	11	11
MEDS/EVE-HR	3	3	3	3
MEDS/NITE-HR	2	2	2	2
TRKS/DAY-HR	5	5	5	5
TRKS/EVE-HR	1	1	1	1
TRKS/NITE-HR	1	1	1	1

DIST TO REC	252	264	292	304
DIST TO BARR	14	26	54	66
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	11	10	10
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	58.3	58.1	57.6	57.5
LEQ/EVE-HR	55.1	54.9	54.4	54.3
LEQ/NITE-HR	50.5	50.3	49.8	49.6

TOTAL DAY HOUR LEQ IS	63.9	dB
TOTAL EVENING HOUR LEQ IS	60.7	dB
TOTAL NIGHT HOUR LEQ IS	56.1	dB

24 HOUR LEQ VALUE IS	61.8	dB
ON VALUE IS	64.6	dB
EL VALUE IS	65.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: WHITTIER

PROJECTION YEAR: 1995

RECEIVE SITE: CNEL 60

TYPE OF SITE: HARD FLOOR: FIRST

ADT: 34000 SPEED: 43 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: WHITTIER

PROJECTION YEAR: 1995

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	535	535	535	535
CARS/EVE-HR	356	356	356	356
CARS/NITE-HR	88	88	88	88
MEDS/DAY-HR	11	11	11	11
MEDS/EVE-HR	3	3	3	3
MEDS/NITE-HR	2	2	2	2
TRKS/DAY-HR	5	5	5	5
TRKS/EVE-HR	1	1	1	1
TRKS/NITE-HR	1	1	1	1

DIST TO REC	854	866	894	906
DIST TO BARR	14	26	54	66
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	11	11	11
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	53.0	52.9	52.8	52.7
LEQ/EVE-HR	49.8	49.7	49.6	49.5
LEQ/NITE-HR	45.2	45.1	45.0	44.9

TOTAL DAY HOUR LEQ IS	58.9	dB
TOTAL EVENING HOUR LEQ IS	55.7	dB
TOTAL NIGHT HOUR LEQ IS	51.0	dB

24 HOUR LEQ VALUE IS	56.8	dB
LDN VALUE IS	59.6	dB
CNEL VALUE IS	60.0	dB

JN 87158 CITY OF LA HABRA

9/30/87.

ROADWAY: WHITTIER

PROJECTION YEAR: 1987

RECEIVE SITE: CNEL 70

TYPE OF SITE: HARD FLOOR: FIRST

ADT: 29000 SPEED: 44 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: WHITTIER

PROJECTION YEAR: 1987

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	456	456	456	456
CARS/EVE-HR	304	304	304	304
CARS/NITE-HR	75	75	75	75
MEDS/DAY-HR	9	9	9	9
MEDS/EVE-HR	2	2	2	2
MEDS/NITE-HR	2	2	2	2
TRKS/DAY-HR	4	4	4	4
TRKS/EVE-HR	0	0	0	0
TRKS/NITE-HR	1	1	1	1

DIST TO REC	59	71	99	111
DIST TO BARR	14	26	54	66
BARR HT	0	0	0	0
LOS HT-11.5 Ft	10	9	8	8
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	64.1	63.3	61.9	61.4
LEQ/EVE-HR	61.0	60.2	58.7	58.2
LEQ/NITE-HR	56.3	55.5	54.1	53.6

TOTAL DAY HOUR LEQ IS	68.9	dB
TOTAL EVENING HOUR LEQ IS	65.7	dB
TOTAL NIGHT HOUR LEQ IS	61.0	dB

24 HOUR LEQ VALUE IS	66.8	dB
LDN VALUE IS	69.6	dB
CNEL VALUE IS	70.0	dB

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: WHITTIER

PROJECTION YEAR: 1987

RECEIVE SITE: CNEL 65

TYPE OF SITE: HARD

FLOOR: FIRST

ADT: 29000 SPEED: 44 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: WHITTIER

PROJECTION YEAR: 1987

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	456	456	456	456
CARS/EVE-HR	304	304	304	304
CARS/NITE-HR	75	75	75	75
MEDS/DAY-HR	9	9	9	9
MEDS/EVE-HR	2	2	2	2
MEDS/NITE-HR	2	2	2	2
TRKS/DAY-HR	4	4	4	4
TRKS/EVE-HR	0	0	0	0
TRKS/NITE-HR	1	1	1	1

JIST TO REC	227	239	267	279
DIST TO BARR	14	26	54	66
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	11	10	10
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	58.3	58.1	57.6	57.4
LEQ/EVE-HR	55.1	54.9	54.4	54.2
LEQ/NITE-HR	50.5	50.2	49.8	49.6

TOTAL DAY HOUR LEQ IS	63.9	dB
TOTAL EVENING HOUR LEQ IS	60.7	dB
TOTAL NIGHT HOUR LEQ IS	56.0	dB

24 HOUR LEQ VALUE IS	61.8	dB
LDN VALUE IS	64.6	dB
CNEL VALUE IS	65.0	dB

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JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: WHITTIER

PROJECTION YEAR: 1987

RECEIVE SITE: CNEL 60

TYPE OF SITE: HARD

FLOOR: FIRST

ADT: 29000 SPEED: 44 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: WHITTIER

PROJECTION YEAR: 1987

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	456	456	456	456
CARS/EVE-HR	304	304	304	304
CARS/NITE-HR	75	75	75	75
MEDS/DAY-HR	9	9	9	9
MEDS/EVE-HR	2	2	2	2
MEDS/NITE-HR	2	2	2	2
TRKS/DAY-HR	4	4	4	4
TRKS/EVE-HR	0	0	0	0
TRKS/NITE-HR	1	1	1	1

DIST TO REC	764	776	804	816
DIST TO BARR	14	26	54	66
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	11	11	11
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	53.0	53.0	52.8	52.7
LEQ/EVE-HR	49.9	49.8	49.6	49.6
LEQ/NITE-HR	45.2	45.1	45.0	44.9

TOTAL DAY HOUR LEQ IS	58.9	dB
TOTAL EVENING HOUR LEQ IS	55.7	dB
TOTAL NIGHT HOUR LEQ IS	51.1	dB

24 HOUR LEQ VALUE IS	56.8	dB
LDN VALUE IS	59.6	dB
CNEL VALUE IS	60.0	dB

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: WHITTIER

PROJECTION YEAR: 1995

RECEIVE SITE: CNEL 70

TYPE OF SITE: HARD FLOOR: FIRST

ADT: 32000 SPEED: 44 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: WHITTIER

PROJECTION YEAR: 1995

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	503	503	503	503
CARS/EVE-HR	335	335	335	335
CARS/NITE-HR	83	83	83	83
MEDS/DAY-HR	10	10	10	10
MEDS/EVE-HR	2	2	2	2
MEDS/NITE-HR	2	2	2	2
TRKS/DAY-HR	4	4	4	4
TRKS/EVE-HR	1	1	1	1
TRKS/NITE-HR	1	1	1	1

DIST TO REC	66	78	106	118
DIST TO BARR	14	26	54	66
BARR HT	0	0	0	0
LOS HT-11.5 Ft	10	9	8	8
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	64.1	63.4	62.0	61.6
LEQ/EVE-HR	60.9	60.2	58.9	58.4
LEQ/NITE-HR	56.3	55.5	54.2	53.7

TOTAL DAY HOUR LEQ IS	68.9	dB
TOTAL EVENING HOUR LEQ IS	65.7	dB
TOTAL NIGHT HOUR LEQ IS	61.1	dB

24 HOUR LEQ VALUE IS	66.8	dB
LDN VALUE IS	69.6	dB
CNEL VALUE IS	70.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

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JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: WHITTIER

PROJECTION YEAR: 1995

RECEIVE SITE: CNEL 65

TYPE OF SITE: HARD

FLOOR: FIRST

ADT: 32000 SPEED: 44 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: WHITTIER

PROJECTION YEAR: 1995

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	503	503	503	503
CARS/EVE-HR	335	335	335	335
CARS/NITE-HR	83	83	83	83
MEDS/DAY-HR	10	10	10	10
MEDS/EVE-HR	2	2	2	2
MEDS/NITE-HR	2	2	2	2
TRKS/DAY-HR	4	4	4	4
TRKS/EVE-HR	1	1	1	1
TRKS/NITE-HR	1	1	1	1

DIST TO REC	254	266	294	306
DIST TO BARR	14	26	54	66
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	11	10	10
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	58.2	58.0	57.6	57.4
LEQ/EVE-HR	55.1	54.9	54.4	54.3
LEQ/NITE-HR	50.4	50.2	49.8	49.6

TOTAL DAY HOUR LEQ IS	63.9	dB
TOTAL EVENING HOUR LEQ IS	60.7	dB
TOTAL NIGHT HOUR LEQ IS	56.0	dB

24 HOUR LEQ VALUE IS	61.8	dB
LDN VALUE IS	64.6	dB
MTL VALUE IS	65.0	dB

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: WHITTIER

PROJECTION YEAR: 1995

RECEIVE SITE: CNEL 60

TYPE OF SITE: HARD FLOOR: FIRST

ADT: 32000 SPEED: 44 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: WHITTIER

PROJECTION YEAR: 1995

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	503	503	503	503
CARS/EVE-HR	335	335	335	335
CARS/NITE-HR	83	83	83	83
MEDS/DAY-HR	10	10	10	10
MEDS/EVE-HR	2	2	2	2
MEDS/NITE-HR	2	2	2	2
TRKS/DAY-HR	4	4	4	4
TRKS/EVE-HR	1	1	1	1
TRKS/NITE-HR	1	1	1	1

JIST TO REC	849	861	889	901
DIST TO BARR	14	26	54	66
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	11	11	11
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	53.0	52.9	52.8	52.7
LEQ/EVE-HR	49.8	49.8	49.6	49.6
LEQ/NITE-HR	45.2	45.1	45.0	44.9

TOTAL DAY HOUR LEQ IS	58.9	dB
TOTAL EVENING HOUR LEQ IS	55.7	dB
TOTAL NIGHT HOUR LEQ IS	51.1	dB

24 HOUR LEQ VALUE IS	56.8	dB
LDN VALUE IS	59.6	dB
CNEL VALUE IS	60.0	dB

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: HARBOR

PROJECTION YEAR: 1987

RECEIVE SITE: CNEL 70

TYPE OF SITE: HARD FLOOR: FIRST

ADT: 24300 SPEED: 47 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: HARBOR

PROJECTION YEAR: 1987

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	382	382	382	382
CARS/EVE-HR	255	255	255	255
CARS/NITE-HR	63	63	63	63
MEDS/DAY-HR	8	8	8	8
MEDS/EVE-HR	2	2	2	2
MEDS/NITE-HR	1	1	1	1
TRKS/DAY-HR	3	3	3	3
TRKS/EVE-HR	0	0	0	0
TRKS/NITE-HR	1	1	1	1

DIST TO REC	58	70	98	110
DIST TO BARR	14	26	54	66
BARR HT	0	0	0	0
LOS HT-11.5 Ft	10	9	8	8
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	64.2	63.3	61.9	61.4
LEQ/EVE-HR	61.1	60.2	58.8	58.3
LEQ/NITE-HR	56.3	55.5	54.1	53.6

TOTAL DAY HOUR LEQ IS	68.9	dB
TOTAL EVENING HOUR LEQ IS	65.8	dB
TOTAL NIGHT HOUR LEQ IS	61.0	dB

24 HOUR LEQ VALUE IS	66.8	dB
LDN VALUE IS	69.6	dB
CNEL VALUE IS	70.0	dB

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: HARBOR

PROJECTION YEAR: 1987

RECEIVE SITE: CNEL 65

TYPE OF SITE: HARD FLOOR: FIRST

ADT: 24300 SPEED: 47 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: HARBOR

PROJECTION YEAR: 1987

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	382	382	382	382
CARS/EVE-HR	255	255	255	255
CARS/NITE-HR	63	63	63	63
MEDS/DAY-HR	8	8	8	8
MEDS/EVE-HR	2	2	2	2
MEDS/NITE-HR	1	1	1	1
TRKS/DAY-HR	3	3	3	3
TRKS/EVE-HR	0	0	0	0
TRKS/NITE-HR	1	1	1	1

IST TO REC	224	236	264	276
DIST TO BARR	14	26	54	66
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	11	10	10
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	58.3	58.1	57.6	57.4
LEQ/EVE-HR	55.2	55.0	54.5	54.3
LEQ/NITE-HR	50.5	50.2	49.7	49.6

TOTAL DAY HOUR LEQ IS	63.9	dB
TOTAL EVENING HOUR LEQ IS	60.8	dB
TOTAL NIGHT HOUR LEQ IS	56.0	dB

24 HOUR LEQ VALUE IS	61.8	dB
LDN VALUE IS	64.6	dB
CNEL VALUE IS	65.0	dB

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: HARBOR

PROJECTION YEAR: 1987

RECEIVE SITE: CNEL 60

TYPE OF SITE: HARD

FLOOR: FIRST

ADT: 24300 SPEED: 47 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: HARBOR

PROJECTION YEAR: 1987

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	382	382	382	382
CARS/EVE-HR	255	255	255	255
CARS/NITE-HR	63	63	63	63
MEDS/DAY-HR	8	8	8	8
MEDS/EVE-HR	2	2	2	2
MEDS/NITE-HR	1	1	1	1
TRKS/DAY-HR	3	3	3	3
TRKS/EVE-HR	0	0	0	0
TRKS/NITE-HR	1	1	1	1

DIST TO REC	754	766	794	806
DIST TO BARR	14	26	54	66
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	11	11	11
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	53.0	53.0	52.8	52.7
LEQ/EVE-HR	49.9	49.8	49.7	49.6
LEQ/NITE-HR	45.2	45.1	45.0	44.9

TOTAL DAY HOUR LEQ IS	58.9	dB
TOTAL EVENING HOUR LEQ IS	55.8	dB
TOTAL NIGHT HOUR LEQ IS	51.1	dB

24 HOUR LEQ VALUE IS	56.8	dB
LDN VALUE IS	59.6	dB
CNEL VALUE IS	60.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: HARBOR

PROJECTION YEAR: 1995

RECEIVE SITE: CNEL 70

TYPE OF SITE: HARD FLOOR: FIRST

ADT: 32000 SPEED: 47 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: HARBOR

PROJECTION YEAR: 1995

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	503	503	503	503
CARS/EVE-HR	335	335	335	335
CARS/NITE-HR	83	83	83	83
MEDS/DAY-HR	10	10	10	10
MEDS/EVE-HR	2	2	2	2
MEDS/NITE-HR	2	2	2	2
TRKS/DAY-HR	4	4	4	4
TRKS/EVE-HR	1	1	1	1
TRKS/NITE-HR	1	1	1	1

DIST TO REC	82	94	122	134
DIST TO BARR	14	26	54	66
BARR HT	0	0	0	0
LOS HT-11.5 Ft	10	10	9	8
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	63.9	63.3	62.1	61.7
LEQ/EVE-HR	60.7	60.2	59.0	58.6
LEQ/NITE-HR	56.0	55.4	54.3	53.9

TOTAL DAY HOUR LEQ IS	68.8	dB
TOTAL EVENING HOUR LEQ IS	65.7	dB
TOTAL NIGHT HOUR LEQ IS	61.0	dB

24 HOUR LEQ VALUE IS	66.8	dB
LDN VALUE IS	69.6	dB
CNEL VALUE IS	70.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: HARBOR

PROJECTION YEAR: 1995

RECEIVE SITE: CNEL 65

TYPE OF SITE: HARD FLOOR: FIRST

ADT: 32000 SPEED: 47 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: HARBOR

PROJECTION YEAR: 1995

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	503	503	503	503
CARS/EVE-HR	335	335	335	335
CARS/NITE-HR	83	83	83	83
MEDS/DAY-HR	10	10	10	10
MEDS/EVE-HR	2	2	2	2
MEDS/NITE-HR	2	2	2	2
TRKS/DAY-HR	4	4	4	4
TRKS/EVE-HR	1	1	1	1
TRKS/NITE-HR	1	1	1	1

DIST TO REC	304	316	344	356
DIST TO BARR	14	26	54	66
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	11	10	10
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	58.2	58.0	57.6	57.5
LEQ/EVE-HR	55.1	54.9	54.5	54.4
LEQ/NITE-HR	50.3	50.2	49.8	49.6

TOTAL DAY HOUR LEQ IS	63.8	dB
TOTAL EVENING HOUR LEQ IS	60.7	dB
TOTAL NIGHT HOUR LEQ IS	56.0	dB

24 HOUR LEQ VALUE IS	61.8	dB
LDN VALUE IS	64.6	dB
CNEL VALUE IS	65.0	dB

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: HARBOR

PROJECTION YEAR: 1995

RECEIVE SITE: CNEL 60

TYPE OF SITE: HARD FLOOR: FIRST

ADT: 32000 SPEED: 47 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: HARBOR

PROJECTION YEAR: 1995

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	503	503	503	503
CARS/EVE-HR	335	335	335	335
CARS/NITE-HR	83	83	83	83
MEDS/DAY-HR	10	10	10	10
MEDS/EVE-HR	2	2	2	2
MEDS/NITE-HR	2	2	2	2
TRKS/DAY-HR	4	4	4	4
TRKS/EVE-HR	1	1	1	1
TRKS/NITE-HR	1	1	1	1

DIST TO REC	1014	1026	1054	1066
DIST TO BARR	14	26	54	66
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	11	11	11
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	52.9	52.9	52.8	52.7
LEQ/EVE-HR	49.8	49.8	49.7	49.6
LEQ/NITE-HR	45.1	45.0	44.9	44.9

TOTAL DAY HOUR LEQ IS	58.8	dB
TOTAL EVENING HOUR LEQ IS	55.7	dB
TOTAL NIGHT HOUR LEQ IS	51.0	dB

24 HOUR LEQ VALUE IS	56.8	dB
LDN VALUE IS	59.6	dB
CNEL VALUE IS	60.0	dB

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: HARBOR

PROJECTION YEAR: 1987

RECEIVE SITE: CNEL 70

TYPE OF SITE: HARD FLOOR: FIRST

ADT: 28500 SPEED: 43 mph NO. LANES: 6 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: HARBOR

PROJECTION YEAR: 1987

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4	5	6
CARS/DAY-HR	299	299	299	299	299	299
CARS/EVE-HR	199	199	199	199	199	199
CARS/NITE-HR	49	49	49	49	49	49
MEDS/DAY-HR	6	6	6	6	6	6
MEDS/EVE-HR	1	1	1	1	1	1
MEDS/NITE-HR	1	1	1	1	1	1
TRKS/DAY-HR	3	3	3	3	3	3
TRKS/EVE-HR	0	0	0	0	0	0
TRKS/NITE-HR	0	0	0	0	0	0

DIST TO REC	46	58	70	98	110	122
DIST TO BARR	6	18	30	58	70	82
BARR HT	0	0	0	0	0	0
LOS HT-11.5 Ft	11	9	9	8	7	7
LANE HT	0	0	0	0	0	0
REC HT	5	5	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0	0.0	0.0

LEQ/DAY-HR	63.1	62.1	61.3	59.9	59.4	58.9
LEQ/EVE-HR	59.9	58.9	58.1	56.7	56.2	55.7
LEQ/NITE-HR	55.3	54.3	53.5	52.0	51.5	51.1

TOTAL DAY HOUR LEQ IS	68.8	dB
TOTAL EVENING HOUR LEQ IS	65.6	dB
TOTAL NIGHT HOUR LEQ IS	61.0	dB

24 HOUR LEQ VALUE IS	66.8	dB
LDN VALUE IS	69.6	dB
CNEL VALUE IS	70.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

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JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: HARBOR

PROJECTION YEAR: 1987

RECEIVE SITE: CNEL 65

TYPE OF SITE: HARD FLOOR: FIRST

ADT: 28500 SPEED: 43 mph NO. LANES: 6 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: HARBOR

PROJECTION YEAR: 1987

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4	5	6
CARS/DAY-HR	299	299	299	299	299	299
CARS/EVE-HR	199	199	199	199	199	199
CARS/NITE-HR	49	49	49	49	49	49
MEDS/DAY-HR	6	6	6	6	6	6
MEDS/EVE-HR	1	1	1	1	1	1
MEDS/NITE-HR	1	1	1	1	1	1
TRKS/DAY-HR	3	3	3	3	3	3
TRKS/EVE-HR	0	0	0	0	0	0
TRKS/NITE-HR	0	0	0	0	0	0
DIST TO REC	201	213	225	253	265	277
DIST TO BARR	6	18	30	58	70	82
BARR HT	0	0	0	0	0	0
LOS HT-11.5 Ft	11	11	11	10	10	10
LANE HT	0	0	0	0	0	0
REC HT	5	5	5	5	5	5
CAR BARR ATTN	0.0	0.0	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0	0.0	0.0

LEQ/DAY-HR	56.7	56.5	56.3	55.7	55.5	55.3
LEQ/EVE-HR	53.5	53.3	53.1	52.5	52.3	52.2
LEQ/NITE-HR	48.9	48.7	48.4	47.9	47.7	47.5

TOTAL DAY HOUR LEQ IS	63.8	dB
TOTAL EVENING HOUR LEQ IS	60.6	dB
TOTAL NIGHT HOUR LEQ IS	56.0	dB

24 HOUR LEQ VALUE IS	61.8	dB
LDN VALUE IS	64.5	dB
CNEL VALUE IS	65.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

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JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: HARBOR

PROJECTION YEAR: 1987

RECEIVE SITE: CNEL 60

TYPE OF SITE: HARD

FLOOR: FIRST

ADT: 28500 SPEED: 43 mph NO. LANES: 6 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: HARBOR

PROJECTION YEAR: 1987

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4	5	6
CARS/DAY-HR	299	299	299	299	299	299
CARS/EVE-HR	199	199	199	199	199	199
CARS/NITE-HR	49	49	49	49	49	49
MEDS/DAY-HR	6	6	6	6	6	6
MEDS/EVE-HR	1	1	1	1	1	1
MEDS/NITE-HR	1	1	1	1	1	1
TRKS/DAY-HR	3	3	3	3	3	3
TRKS/EVE-HR	0	0	0	0	0	0
TRKS/NITE-HR	0	0	0	0	0	0

DIST TO REC	706	718	730	758	770	782
DIST TO BARR	6	18	30	58	70	82
BARR HT	0	0	0	0	0	0
LOS HT-11.5 Ft	11	11	11	11	11	11
LANE HT	0	0	0	0	0	0
REC HT	5	5	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0	0.0	0.0

LEQ/DAY-HR	51.3	51.2	51.1	51.0	50.9	50.8
LEQ/EVE-HR	48.1	48.0	47.9	47.8	47.7	47.6
LEQ/NITE-HR	43.5	43.4	43.3	43.1	43.1	43.0

TOTAL DAY HOUR LEQ IS	58.8	dB
TOTAL EVENING HOUR LEQ IS	55.6	dB
TOTAL NIGHT HOUR LEQ IS	51.0	dB

24 HOUR LEQ VALUE IS	56.8	dB
LDN VALUE IS	59.6	dB
LN VALUE IS	60.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

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JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: HARBOR

PROJECTION YEAR: 1995

RECEIVE SITE: CNEL 70

TYPE OF SITE: HARD FLOOR: FIRST

ADT: 46000 SPEED: 43 mph NO. LANES: 6 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: HARBOR

PROJECTION YEAR: 1995

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4	5	6
CARS/DAY-HR	482	482	482	482	482	482
CARS/EVE-HR	321	321	321	321	321	321
CARS/NITE-HR	80	80	80	80	80	80
MEDS/DAY-HR	10	10	10	10	10	10
MEDS/EVE-HR	2	2	2	2	2	2
MEDS/NITE-HR	2	2	2	2	2	2
TRKS/DAY-HR	4	4	4	4	4	4
TRKS/EVE-HR	1	1	1	1	1	1
TRKS/NITE-HR	1	1	1	1	1	1

DIST TO REC	87	99	111	139	151	163
DIST TO BARR	6	18	30	58	70	82
BARR HT	0	0	0	0	0	0
LOS HT-11.5 Ft	11	10	10	9	8	8
LANE HT	0	0	0	0	0	0
REC HT	5	5	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0	0.0	0.0

LEQ/DAY-HR	62.5	61.9	61.4	60.4	60.1	59.7
LEQ/EVE-HR	59.3	58.7	58.2	57.2	56.9	56.5
LEQ/NITE-HR	54.6	54.1	53.6	52.6	52.2	51.9

TOTAL DAY HOUR LEQ IS	68.9	dB
TOTAL EVENING HOUR LEQ IS	65.7	dB
TOTAL NIGHT HOUR LEQ IS	61.1	dB

24 HOUR LEQ VALUE IS	66.8	dB
LDN VALUE IS	69.6	dB
CNEL VALUE IS	70.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: HARBOR

PROJECTION YEAR: 1995

RECEIVE SITE: CNEL 65

TYPE OF SITE: HARD

FLOOR: FIRST

ADT: 46000 SPEED: 43 mph NO. LANES: 6 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: HARBOR

PROJECTION YEAR: 1995

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4	5	6
CARS/DAY-HR	482	482	482	482	482	482
CARS/EVE-HR	321	321	321	321	321	321
CARS/NITE-HR	80	80	80	80	80	80
MEDS/DAY-HR	10	10	10	10	10	10
MEDS/EVE-HR	2	2	2	2	2	2
MEDS/NITE-HR	2	2	2	2	2	2
TRKS/DAY-HR	4	4	4	4	4	4
TRKS/EVE-HR	1	1	1	1	1	1
TRKS/NITE-HR	1	1	1	1	1	1

DIST TO REC	341	353	365	393	405	417
DIST TO BARR	6	18	30	58	70	82
BARR HT	0	0	0	0	0	0
LOS HT-11.5 Ft	11	11	11	11	10	10
LANE HT	0	0	0	0	0	0
REC HT	5	5	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0	0.0	0.0

LEQ/DAY-HR	56.5	56.4	56.2	55.9	55.8	55.6
LEQ/EVE-HR	53.3	53.2	53.0	52.7	52.6	52.5
LEQ/NITE-HR	48.7	48.5	48.4	48.1	47.9	47.8

TOTAL DAY HOUR LEQ IS	63.9	dB
TOTAL EVENING HOUR LEQ IS	60.7	dB
TOTAL NIGHT HOUR LEQ IS	56.0	dB

24 HOUR LEQ VALUE IS	61.8	dB
LDN VALUE IS	64.6	dB
CNEL VALUE IS	65.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

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JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: HARBOR

PROJECTION YEAR: 1995

RECEIVE SITE: CNEL 60

TYPE OF SITE: HARD

FLOOR: FIRST

ADT: 46000 SPEED: 43 mph NO. LANES: 6 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: HARBOR

PROJECTION YEAR: 1995

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4	5	6
CARS/DAY-HR	482	482	482	482	482	482
CARS/EVE-HR	321	321	321	321	321	321
CARS/NITE-HR	80	80	80	80	80	80
MEDS/DAY-HR	10	10	10	10	10	10
MEDS/EVE-HR	2	2	2	2	2	2
MEDS/NITE-HR	2	2	2	2	2	2
TRKS/DAY-HR	4	4	4	4	4	4
TRKS/EVE-HR	1	1	1	1	1	1
TRKS/NITE-HR	1	1	1	1	1	1

DIST TO REC	1156	1168	1180	1208	1220	1232
DIST TO BARR	6	18	30	58	70	82
BARR HT	0	0	0	0	0	0
LOS HT-11.5 Ft	11	11	11	11	11	11
LANE HT	0	0	0	0	0	0
REC HT	5	5	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0	0.0	0.0

LEQ/DAY-HR	51.2	51.2	51.1	51.0	51.0	50.9
LEQ/EVE-HR	48.0	48.0	47.9	47.8	47.8	47.7
LEQ/NITE-HR	43.4	43.3	43.3	43.2	43.2	43.1

TOTAL DAY HOUR LEQ IS	58.9	dB
TOTAL EVENING HOUR LEQ IS	55.7	dB
TOTAL NIGHT HOUR LEQ IS	51.0	dB

24 HOUR LEQ VALUE IS	56.8	dB
LDN VALUE IS	59.6	dB
CNEL VALUE IS	60.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

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JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: IMPERIAL

PROJECTION YEAR: 1987

RECEIVE SITE: CNEL 70

TYPE OF SITE: HARD

FLOOR: FIRST

ADT: 40000 SPEED: 50 mph NO. LANES: 6 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: IMPERIAL

PROJECTION YEAR: 1987

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0734	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4	5	6
CARS/DAY-HR	420	420	420	420	420	420
CARS/EVE-HR	279	279	279	279	279	279
CARS/NITE-HR	69	69	69	69	69	69
MEDS/DAY-HR	9	9	9	9	9	9
MEDS/EVE-HR	2	2	2	2	2	2
MEDS/NITE-HR	1	1	1	1	1	1
TRKS/DAY-HR	4	4	4	4	4	4
TRKS/EVE-HR	0	0	0	0	0	0
TRKS/NITE-HR	1	1	1	1	1	1
DIST TO REC	119	131	143	169	181	193
DIST TO BARR	6	18	30	56	68	80
BARR HT	0	0	0	0	0	0
LOS HT-11.5 Ft	11	11	10	9	9	9
LANE HT	0	0	0	0	0	0
REC HT	5	5	5	5	5	5
CAR BARR ATTN	0.0	0.0	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0	0.0	0.0

LEQ/DAY-HR	62.1	61.7	61.3	60.6	60.3	60.0
LEQ/EVE-HR	59.1	58.7	58.3	57.5	57.2	57.0
LEQ/NITE-HR	54.3	53.9	53.5	52.8	52.5	52.2

TOTAL DAY HOUR LEQ IS	68.8	dB
TOTAL EVENING HOUR LEQ IS	65.8	dB
TOTAL NIGHT HOUR LEQ IS	61.0	dB

24 HOUR LEQ VALUE IS	66.8	dB
LDN VALUE IS	69.6	dB
CNEL VALUE IS	70.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

=====

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: IMPERIAL

PROJECTION YEAR: 1987

RECEIVE SITE: CNEL 65

TYPE OF SITE: HARD FLOOR: FIRST

ADT: 40000 SPEED: 50 mph NO. LANES: 6 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: IMPERIAL

PROJECTION YEAR: 1987

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4	5	6
CARS/DAY-HR	420	420	420	420	420	420
CARS/EVE-HR	279	279	279	279	279	279
CARS/NITE-HR	69	69	69	69	69	69
MEDS/DAY-HR	9	9	9	9	9	9
MEDS/EVE-HR	2	2	2	2	2	2
MEDS/NITE-HR	1	1	1	1	1	1
TRKS/DAY-HR	4	4	4	4	4	4
TRKS/EVE-HR	0	0	0	0	0	0
TRKS/NITE-HR	1	1	1	1	1	1

DIST TO REC	441	453	465	491	503	515
DIST TO BARR	6	18	30	56	68	80
BARR HT	0	0	0	0	0	0
LOS HT-11.5 Ft	11	11	11	11	11	10
LANE HT	0	0	0	0	0	0
REC HT	5	5	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0	0.0	0.0

LEQ/DAY-HR	56.4	56.3	56.2	56.0	55.8	55.7
LEQ/EVE-HR	53.4	53.3	53.1	52.9	52.8	52.7
LEQ/NITE-HR	48.6	48.5	48.4	48.1	48.0	47.9

TOTAL DAY HOUR LEQ IS	63.9	dB
TOTAL EVENING HOUR LEQ IS	60.8	dB
TOTAL NIGHT HOUR LEQ IS	56.0	dB

24 HOUR LEQ VALUE IS	61.8	dB
LDN VALUE IS	64.6	dB
CNEL VALUE IS	65.0	dB

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JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: IMPERIAL

PROJECTION YEAR: 1987

RECEIVE SITE: CNEL 60

TYPE OF SITE: HARD

FLOOR: FIRST

ADT: 40000 SPEED: 50 mph NO. LANES: 6 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: IMPERIAL

PROJECTION YEAR: 1987

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4	5	6
CARS/DAY-HR	420	420	420	420	420	420
CARS/EVE-HR	279	279	279	279	279	279
CARS/NITE-HR	69	69	69	69	69	69
MEDS/DAY-HR	9	9	9	9	9	9
MEDS/EVE-HR	2	2	2	2	2	2
MEDS/NITE-HR	1	1	1	1	1	1
TRKS/DAY-HR	4	4	4	4	4	4
TRKS/EVE-HR	0	0	0	0	0	0
TRKS/NITE-HR	1	1	1	1	1	1
DIST TO REC	1476	1488	1500	1526	1538	1550
DIST TO BARR	6	18	30	56	68	80
BARR HT	0	0	0	0	0	0
LOS HT-11.5 Ft	11	11	11	11	11	11
LANE HT	0	0	0	0	0	0
REC HT	5	5	5	5	5	5
CAR BARR ATTN	0.0	0.0	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0	0.0	0.0

LEQ/DAY-HR	51.2	51.1	51.1	51.0	51.0	51.0
LEQ/EVE-HR	48.1	48.1	48.1	48.0	48.0	47.9
LEQ/NITE-HR	43.3	43.3	43.3	43.2	43.2	43.1

TOTAL DAY HOUR LEQ IS	58.8	dB
TOTAL EVENING HOUR LEQ IS	55.8	dB
TOTAL NIGHT HOUR LEQ IS	51.0	dB

24 HOUR LEQ VALUE IS	56.8	dB
LDN VALUE IS	59.6	dB
CNEL VALUE IS	60.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

=====

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: LAMBERT

PROJECTION YEAR: 1987

RECEIVE SITE: CNEL 70

TYPE OF SITE: HARD FLOOR: FIRST

ADT: 27600 SPEED: 45 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: LAMBERT

PROJECTION YEAR: 1987

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	434	434	434	434
CARS/EVE-HR	289	289	289	289
CARS/NITE-HR	72	72	72	72
MEDS/DAY-HR	9	9	9	9
MEDS/EVE-HR	2	2	2	2
MEDS/NITE-HR	1	1	1	1
TRKS/DAY-HR	4	4	4	4
TRKS/EVE-HR	0	0	0	0
TRKS/NITE-HR	1	1	1	1

DIST TO REC	59	71	99	111
DIST TO BARR	16	28	56	68
BARR HT	0	0	0	0
LOS HT-11.5 Ft	10	9	8	8
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	64.2	63.4	61.9	61.4
LEQ/EVE-HR	61.0	60.2	58.8	58.3
LEQ/NITE-HR	56.3	55.5	54.1	53.6

TOTAL DAY HOUR LEQ IS	68.9	dB
TOTAL EVENING HOUR LEQ IS	65.7	dB
TOTAL NIGHT HOUR LEQ IS	61.1	dB

24 HOUR LEQ VALUE IS	66.8	dB
LDN VALUE IS	69.6	dB
CNEL VALUE IS	70.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

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JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: LAMBERT

PROJECTION YEAR: 1987

RECEIVE SITE: CNEL 65

TYPE OF SITE: HARD

FLOOR: FIRST

ADT: 27600 SPEED: 45 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: LAMBERT

PROJECTION YEAR: 1987

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	434	434	434	434
CARS/EVE-HR	289	289	289	289
CARS/NITE-HR	72	72	72	72
MEDS/DAY-HR	9	9	9	9
MEDS/EVE-HR	2	2	2	2
MEDS/NITE-HR	1	1	1	1
TRKS/DAY-HR	4	4	4	4
TRKS/EVE-HR	0	0	0	0
TRKS/NITE-HR	1	1	1	1

DIST TO REC	231	243	271	283
DIST TO BARR	16	28	56	68
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	11	10	10
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	58.2	58.0	57.5	57.4
LEQ/EVE-HR	55.1	54.9	54.4	54.2
LEQ/NITE-HR	50.4	50.2	49.7	49.5

TOTAL DAY HOUR LEQ IS	63.8	dB
TOTAL EVENING HOUR LEQ IS	60.7	dB
TOTAL NIGHT HOUR LEQ IS	56.0	dB

24 HOUR LEQ VALUE IS	61.8	dB
LDN VALUE IS	64.5	dB
CNEL VALUE IS	65.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION
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JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: LAMBERT

PROJECTION YEAR: 1995

RECEIVE SITE: CNEL 65

TYPE OF SITE: HARD

FLOOR: FIRST

ADT: 37000 SPEED: 45 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: LAMBERT

PROJECTION YEAR: 1995

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	582	582	582	582
CARS/EVE-HR	388	388	388	388
CARS/NITE-HR	96	96	96	96
MEDS/DAY-HR	12	12	12	12
MEDS/EVE-HR	3	3	3	3
MEDS/NITE-HR	2	2	2	2
TRKS/DAY-HR	5	5	5	5
TRKS/EVE-HR	1	1	1	1
TRKS/NITE-HR	1	1	1	1

DIST TO REC	312	324	352	364
DIST TO BARR	16	28	56	68
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	11	10	10
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	58.2	58.0	57.7	57.5
LEQ/EVE-HR	55.1	54.9	54.5	54.4
LEQ/NITE-HR	50.4	50.2	49.9	49.7

TOTAL DAY HOUR LEQ IS	63.9	dB
TOTAL EVENING HOUR LEQ IS	60.8	dB
TOTAL NIGHT HOUR LEQ IS	56.1	dB

24 HOUR LEQ VALUE IS	61.8	dB
LDN VALUE IS	64.6	dB
CNEL VALUE IS	65.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: LAMBERT

PROJECTION YEAR: 1995

RECEIVE SITE: CNEL 60

TYPE OF SITE: HARD FLOOR: FIRST

ADT: 37000 SPEED: 45 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: LAMBERT

PROJECTION YEAR: 1995

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	582	582	582	582
CARS/EVE-HR	388	388	388	388
CARS/NITE-HR	96	96	96	96
MEDS/DAY-HR	12	12	12	12
MEDS/EVE-HR	3	3	3	3
MEDS/NITE-HR	2	2	2	2
TRKS/DAY-HR	5	5	5	5
TRKS/EVE-HR	1	1	1	1
TRKS/NITE-HR	1	1	1	1

DIST TO REC	1046	1058	1086	1098
DIST TO BARR	16	28	56	68
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	11	11	11
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	53.0	52.9	52.8	52.7
LEQ/EVE-HR	49.8	49.8	49.6	49.6
LEQ/NITE-HR	45.1	45.1	45.0	44.9

TOTAL DAY HOUR LEQ IS	58.9	dB
TOTAL EVENING HOUR LEQ IS	55.7	dB
TOTAL NIGHT HOUR LEQ IS	51.0	dB

24 HOUR LEQ VALUE IS	56.8	dB
LDN VALUE IS	59.6	dB
ADN VALUE IS	60.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: LAMBERT

PROJECTION YEAR: 1987

RECEIVE SITE: CNEL 70

TYPE OF SITE: HARD FLOOR: FIRST

ADT: 23800 SPEED: 40 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: LAMBERT

PROJECTION YEAR: 1987

VEHICLE % - DAY	AUTOS .7551	MTRUCKS .0156	HTRUCKS .0064
VEHICLE % - EVENING	AUTOS .1257	MTRUCKS .0009	HTRUCKS .0002
VEHICLE % - NIGHTS	AUTOS .0934	MTRUCKS .0019	HTRUCKS .0008

LANE NO.	1	2	3	4
CARS/DAY-HR	374	374	374	374
CARS/EVE-HR	249	249	249	249
CARS/NITE-HR	62	62	62	62
MEDS/DAY-HR	8	8	8	8
MEDS/EVE-HR	2	2	2	2
MEDS/NITE-HR	1	1	1	1
TRKS/DAY-HR	3	3	3	3
TRKS/EVE-HR	0	0	0	0
TRKS/NITE-HR	1	1	1	1

DIST TO REC	37	49	61	73
DIST TO BARR	16	28	40	52
BARR HT	0	0	0	0
LOS HT-11.5 Ft	9	8	7	7
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	64.3	63.1	62.1	61.3
LEQ/EVE-HR	61.0	59.8	58.9	58.1
LEQ/NITE-HR	56.5	55.3	54.3	53.5

TOTAL DAY HOUR LEQ IS	68.9	dB
TOTAL EVENING HOUR LEQ IS	65.6	dB
TOTAL NIGHT HOUR LEQ IS	61.0	dB

24 HOUR LEQ VALUE IS	66.8	dB
LDN VALUE IS	69.6	dB
JEL VALUE IS	70.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

=====

87158 CITY OF LA HABRA

9/30/87

ROADWAY: LAMBERT

PROJECTION YEAR: 1987

RECEIVE SITE: CNEL 65

TYPE OF SITE: HARD

FLOOR: FIRST

ADT: 23800 SPEED: 40 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: LAMBERT

PROJECTION YEAR: 1987

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	374	374	374	374
CARS/EVE-HR	249	249	249	249
CARS/NITE-HR	62	62	62	62
MEDS/DAY-HR	8	8	8	8
MEDS/EVE-HR	2	2	2	2
MEDS/NITE-HR	1	1	1	1
TPKS/DAY-HR	3	3	3	3
TPKS/EVE-HR	0	0	0	0
TPKS/NITE-HR	1	1	1	1

DIST TO REC	146	158	170	182
DIST TO BARR	16	28	40	52
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	10	10	10
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	58.3	58.0	57.7	57.4
LEQ/EVE-HR	55.1	54.7	54.4	54.1
LEQ/NITE-HR	50.5	50.2	49.9	49.6

TOTAL DAY HOUR LEQ IS	63.9	dB
TOTAL EVENING HOUR LEQ IS	60.6	dB
TOTAL NIGHT HOUR LEQ IS	56.1	dB

24 HOUR LEQ VALUE IS	61.8	dB
1 HOUR VALUE IS	64.6	dB
15 MIN VALUE IS	65.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

=====

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: LAMBERT

PROJECTION YEAR: 1987

RECEIVE SITE: CNEL 60

TYPE OF SITE: HARD

FLOOR: FIRST

ADT: 23800 SPEED: 40 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: LAMBERT

PROJECTION YEAR: 1987

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	374	374	374	374
CARS/EVE-HR	249	249	249	249
CARS/NITE-HR	62	62	62	62
MEDS/DAY-HR	8	8	8	8
MEDS/EVE-HR	2	2	2	2
MEDS/NITE-HR	1	1	1	1
TRKS/DAY-HR	3	3	3	3
TRKS/EVE-HR	0	0	0	0
TRKS/NITE-HR	1	1	1	1

DIST TO REC	496	508	520	532
DIST TO BARR	16	28	40	52
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	11	11	11
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	53.0	52.9	52.8	52.7
LEQ/EVE-HR	49.8	49.6	49.5	49.4
LEQ/NITE-HR	45.2	45.1	45.0	44.9

TOTAL DAY HOUR LEQ IS	58.9	dB
TOTAL EVENING HOUR LEQ IS	55.6	dB
TOTAL NIGHT HOUR LEQ IS	51.1	dB

24 HOUR LEQ VALUE IS	56.8	dB
LDN VALUE IS	59.6	dB
CNEL VALUE IS	60.0	dB

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: LAMBERT

PROJECTION YEAR: 1995

RECEIVE SITE: CNEL 70

TYPE OF SITE: HARD FLOOR: FIRST

ADT: 36000 SPEED: 40 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: LAMBERT

PROJECTION YEAR: 1995

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	566	566	566	566
CARS/EVE-HR	377	377	377	377
CARS/NITE-HR	93	93	93	93
MEDS/DAY-HR	12	12	12	12
MEDS/EVE-HR	3	3	3	3
MEDS/NITE-HR	2	2	2	2
TRKS/DAY-HR	5	5	5	5
TRKS/EVE-HR	1	1	1	1
TRKS/NITE-HR	1	1	1	1

DIST TO REC	62	74	86	98
DIST TO BARR	16	28	40	52
BARR HT	0	0	0	0
LOS HT-11.5 Ft	10	9	8	8
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	63.9	63.1	62.4	61.9
LEQ/EVE-HR	60.6	59.8	59.2	58.6
LEQ/NITE-HR	56.0	55.3	54.6	54.0

TOTAL DAY HOUR LEQ IS	68.9	dB
TOTAL EVENING HOUR LEQ IS	65.6	dB
TOTAL NIGHT HOUR LEQ IS	61.1	dB

24 HOUR LEQ VALUE IS	66.8	dB
LDN VALUE IS	69.6	dB
CNEL VALUE IS	70.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: LAMBERT

PROJECTION YEAR: 1995

RECEIVE SITE: CNEL 65

TYPE OF SITE: HARD FLOOR: FIRST

ADT: 36000 SPEED: 40 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: LAMBERT

PROJECTION YEAR: 1995

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	566	566	566	566
CARS/EVE-HR	377	377	377	377
CARS/NITE-HR	93	93	93	93
MEDS/DAY-HR	12	12	12	12
MEDS/EVE-HR	3	3	3	3
MEDS/NITE-HR	2	2	2	2
TRKS/DAY-HR	5	5	5	5
TRKS/EVE-HR	1	1	1	1
TRKS/NITE-HR	1	1	1	1

DIST TO REC	229	241	253	265
DIST TO BARR	16	28	40	52
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	11	10	10
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	58.2	58.0	57.7	57.5
LEQ/EVE-HR	54.9	54.7	54.5	54.3
LEQ/NITE-HR	50.4	50.1	49.9	49.7

TOTAL DAY HOUR LEQ IS	63.9	dB
TOTAL EVENING HOUR LEQ IS	60.6	dB
TOTAL NIGHT HOUR LEQ IS	56.1	dB

24 HOUR LEQ VALUE IS	61.8	dB
LDN VALUE IS	64.6	dB
CNEL VALUE IS	65.0	dB

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: LAMBERT

PROJECTION YEAR: 1995

RECEIVE SITE: CNEL 60

TYPE OF SITE: HARD

FLOOR: FIRST

ADT: 36000 SPEED: 40 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: LAMBERT

PROJECTION YEAR: 1995

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	566	566	566	566
CARS/EVE-HR	377	377	377	377
CARS/NITE-HR	93	93	93	93
MEDS/DAY-HR	12	12	12	12
MEDS/EVE-HR	3	3	3	3
MEDS/NITE-HR	2	2	2	2
TRKS/DAY-HR	5	5	5	5
TRKS/EVE-HR	1	1	1	1
TRKS/NITE-HR	1	1	1	1

DIST TO REC	756	768	780	792
DIST TO BARR	16	28	40	52
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	11	11	11
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	53.0	52.9	52.9	52.8
LEQ/EVE-HR	49.7	49.7	49.6	49.5
LEQ/NITE-HR	45.2	45.1	45.0	45.0

TOTAL DAY HOUR LEQ IS	58.9	dB
TOTAL EVENING HOUR LEQ IS	55.6	dB
TOTAL NIGHT HOUR LEQ IS	51.1	dB

24 HOUR LEQ VALUE IS	56.8	dB
LDN VALUE IS	59.6	dB
CNEL VALUE IS	60.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

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JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: LAMBERT

PROJECTION YEAR: 1987

RECEIVE SITE: CNEL 70

TYPE OF SITE: HARD FLOOR: FIRST

ADT: 22500 SPEED: 43 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: LAMBERT

PROJECTION YEAR: 1987

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	354	354	354	354
CARS/EVE-HR	236	236	236	236
CARS/NITE-HR	58	58	58	58
MEDS/DAY-HR	7	7	7	7
MEDS/EVE-HR	2	2	2	2
MEDS/NITE-HR	1	1	1	1
TRKS/DAY-HR	3	3	3	3
TRKS/EVE-HR	0	0	0	0
TRKS/NITE-HR	1	1	1	1

DIST TO REC	39	51	79	91
DIST TO BARR	16	28	56	68
BARR HT	0	0	0	0
LOS HT-11.5 Ft	9	8	7	7
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	64.6	63.4	61.5	60.9
LEQ/EVE-HR	61.4	60.2	58.3	57.7
LEQ/NITE-HR	56.8	55.6	53.7	53.1

TOTAL DAY HOUR LEQ IS	68.9	dB
TOTAL EVENING HOUR LEQ IS	65.7	dB
TOTAL NIGHT HOUR LEQ IS	61.1	dB

24 HOUR LEQ VALUE IS	66.8	dB
LDN VALUE IS	69.6	dB
CNEL VALUE IS	70.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: LAMBERT

PROJECTION YEAR: 1987

RECEIVE SITE: CNEL 65

TYPE OF SITE: HARD

FLOOR: FIRST

ADT: 22500 SPEED: 43 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: LAMBERT

PROJECTION YEAR: 1987

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	354	354	354	354
CARS/EVE-HR	236	236	236	236
CARS/NITE-HR	58	58	58	58
MEDS/DAY-HR	7	7	7	7
MEDS/EVE-HR	2	2	2	2
MEDS/NITE-HR	1	1	1	1
TRKS/DAY-HR	3	3	3	3
TRKS/EVE-HR	0	0	0	0
TRKS/NITE-HR	1	1	1	1

DIST TO REC	161	173	201	213
DIST TO BARR	16	26	56	68
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	10	10	9
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	58.4	58.1	57.5	57.2
LEQ/EVE-HR	55.2	54.9	54.3	54.0
LEQ/NITE-HR	50.6	50.3	49.6	49.4

TOTAL DAY HOUR LEQ IS	63.9	dB
TOTAL EVENING HOUR LEQ IS	60.7	dB
TOTAL NIGHT HOUR LEQ IS	56.0	dB

24 HOUR LEQ VALUE IS	61.8	dB
LDN VALUE IS	64.6	dB
CNEL VALUE IS	65.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: LAMBERT

PROJECTION YEAR: 1987

RECEIVE SITE: CNEL 60

TYPE OF SITE: HARD FLOOR: FIRST

ADT: 22500 SPEED: 43 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: LAMBERT

PROJECTION YEAR: 1987

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	354	354	354	354
CARS/EVE-HR	236	236	236	236
CARS/NITE-HR	58	58	58	58
MEDS/DAY-HR	7	7	7	7
MEDS/EVE-HR	2	2	2	2
MEDS/NITE-HR	1	1	1	1
TRKS/DAY-HR	3	3	3	3
TRKS/EVE-HR	0	0	0	0
TRKS/NITE-HR	1	1	1	1

DIST TO REC	556	568	596	608
DIST TO BARR	16	28	56	68
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	11	11	11
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	53.1	53.0	52.8	52.7
LEQ/EVE-HR	49.9	49.8	49.6	49.5
LEQ/NITE-HR	45.2	45.1	44.9	44.8

TOTAL DAY HOUR LEQ IS	58.9	dB
TOTAL EVENING HOUR LEQ IS	55.7	dB
TOTAL NIGHT HOUR LEQ IS	51.1	dB

24 HOUR LEQ VALUE IS	56.8	dB
LDN VALUE IS	59.6	dB
CNEL VALUE IS	60.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

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JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: LAMBERT

PROJECTION YEAR: 1995

RECEIVE SITE: CNEL 70

TYPE OF SITE: HARD

FLOOR: FIRST

ADT: 36000 SPEED: 43 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: LAMBERT

PROJECTION YEAR: 1995

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	566	566	566	566
CARS/EVE-HR	377	377	377	377
CARS/NITE-HR	93	93	93	93
MEDS/DAY-HR	12	12	12	12
MEDS/EVE-HR	3	3	3	3
MEDS/NITE-HR	2	2	2	2
TRKS/DAY-HR	5	5	5	5
TRKS/EVE-HR	1	1	1	1
TRKS/NITE-HR	1	1	1	1

DIST TO REC	71	83	111	123
DIST TO BARR	16	28	56	68
BARR HT	0	0	0	0
LOS HT-11.5 Ft	10	9	8	8
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	64.0	63.4	62.1	61.6
LEQ/EVE-HR	60.8	60.2	58.9	58.5
LEQ/NITE-HR	56.2	55.5	54.3	53.8

TOTAL DAY HOUR LEQ IS	68.9	dB
TOTAL EVENING HOUR LEQ IS	65.7	dB
TOTAL NIGHT HOUR LEQ IS	61.1	dB

24 HOUR LEQ VALUE IS	66.8	dB
LDN VALUE IS	69.6	dB
CNEL VALUE IS	70.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: LAMBERT

PROJECTION YEAR: 1995

RECEIVE SITE: CNEL 65

TYPE OF SITE: HARD

FLOOR: FIRST

ADT: 36000 SPEED: 43 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: LAMBERT

PROJECTION YEAR: 1995

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0000
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	566	566	566	566
CARS/EVE-HR	377	377	377	377
CARS/NITE-HR	93	93	93	93
MEDS/DAY-HR	12	12	12	12
MEDS/EVE-HR	3	3	3	3
MEDS/NITE-HR	2	2	2	2
TRKS/DAY-HR	5	5	5	5
TRKS/EVE-HR	1	1	1	1
TRKS/NITE-HR	1	1	1	1

DIST TO REC	271	283	311	323
DIST TO BARR	16	28	56	68
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	11	10	10
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	58.2	58.0	57.6	57.5
LEQ/EVE-HR	55.0	54.8	54.4	54.3
LEQ/NITE-HR	50.4	50.2	49.8	49.6

TOTAL DAY HOUR LEQ IS	63.9	dB
TOTAL EVENING HOUR LEQ IS	60.7	dB
TOTAL NIGHT HOUR LEQ IS	56.0	dB

24 HOUR LEQ VALUE IS	61.8	dB
LDN VALUE IS	64.6	dB
CNEL VALUE IS	65.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: LAMBERT

PROJECTION YEAR: 1995

RECEIVE SITE: CNEL 60

TYPE OF SITE: HARD

FLOOR: FIRST

ADT: 36000 SPEED: 43 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: LAMBERT

PROJECTION YEAR: 1995

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	566	566	566	566
CARS/EVE-HR	377	377	377	377
CARS/NITE-HR	93	93	93	93
MEDS/DAY-HR	12	12	12	12
MEDS/EVE-HR	3	3	3	3
MEDS/NITE-HR	2	2	2	2
TRKS/DAY-HR	5	5	5	5
TRKS/EVE-HR	1	1	1	1
TRKS/NITE-HR	1	1	1	1

DIST TO REC	906	918	946	958
DIST TO BARR	16	28	56	68
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	11	11	11
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	53.0	52.9	52.8	52.7
LEQ/EVE-HR	49.8	49.7	49.6	49.5
LEQ/NITE-HR	45.1	45.1	45.0	44.9

TOTAL DAY HOUR LEQ IS	58.9	dB
TOTAL EVENING HOUR LEQ IS	55.7	dB
TOTAL NIGHT HOUR LEQ IS	51.0	dB

24 HOUR LEQ VALUE IS	56.8	dB
LDN VALUE IS	59.6	dB
CNEL VALUE IS	60.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

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JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: LA HABRA

PROJECTION YEAR: 1987

RECEIVE SITE: CNEL 70

TYPE OF SITE: HARD FLOOR: FIRST

ADT: 22900 SPEED: 35 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: LA HABRA

PROJECTION YEAR: 1987

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	360	360	360	360
CARS/EVE-HR	240	240	240	240
CARS/NITE-HR	59	59	59	59
MEDS/DAY-HR	7	7	7	7
MEDS/EVE-HR	2	2	2	2
MEDS/NITE-HR	1	1	1	1
TRKS/DAY-HR	3	3	3	3
TRKS/EVE-HR	0	0	0	0
TRKS/NITE-HR	1	1	1	1

DIST TO REC	23	35	47	59
DIST TO BARR	14	26	38	50
BARR HT	0	0	0	0
LOS HT-11.5 Ft	7	7	6	6
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	64.9	63.0	61.7	60.7
LEQ/EVE-HR	61.5	59.6	58.3	57.3
LEQ/NITE-HR	57.1	55.2	53.9	52.9

TOTAL DAY HOUR LEQ IS	68.9	dB
TOTAL EVENING HOUR LEQ IS	65.5	dB
TOTAL NIGHT HOUR LEQ IS	61.1	dB

24 HOUR LEQ VALUE IS	66.8	dB
LDN VALUE IS	69.6	dB
CNEL VALUE IS	70.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

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IN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: LA HABRA

PROJECTION YEAR: 1987

RECEIVE SITE: CNEL 65

TYPE OF SITE: HARD

FLOOR: FIRST

ADT: 22900 SPEED: 35 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: LA HABRA

PROJECTION YEAR: 1987

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	360	360	360	360
CARS/EVE-HR	240	240	240	240
CARS/NITE-HR	59	59	59	59
MEDS/DAY-HR	7	7	7	7
MEDS/EVE-HR	2	2	2	2
MEDS/NITE-HR	1	1	1	1
TRKS/DAY-HR	3	3	3	3
TRKS/EVE-HR	0	0	0	0
TRKS/NITE-HR	1	1	1	1

DIST TO REC	97	109	121	133
DIST TO BARR	14	26	38	50
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	10	9	9
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	58.5	58.0	57.6	57.2
LEQ/EVE-HR	55.1	54.6	54.2	53.7
LEQ/NITE-HR	50.7	50.2	49.8	49.4

TOTAL DAY HOUR LEQ IS	63.9	dB
TOTAL EVENING HOUR LEQ IS	60.5	dB
TOTAL NIGHT HOUR LEQ IS	56.1	dB

24 HOUR LEQ VALUE IS	61.8	dB
LDN VALUE IS	64.6	dB
CN VALUE IS	65.0	dB

Davy
& Associates

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

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JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: LA HABRA

PROJECTION YEAR: 1987

RECEIVE SITE: CNEL 60

TYPE OF SITE: HARD

FLOOR: FIRST

ADT: 22900 SPEED: 35 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: LA HABRA

PROJECTION YEAR: 1987

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	360	360	360	360
CARS/EVE-HR	240	240	240	240
CARS/NITE-HR	59	59	59	59
MEDS/DAY-HR	7	7	7	7
MEDS/EVE-HR	2	2	2	2
MEDS/NITE-HR	1	1	1	1
TRKS/DAY-HR	3	3	3	3
TRKS/EVE-HR	0	0	0	0
TRKS/NITE-HR	1	1	1	1

DIST TO REC	339	351	363	375
DIST TO BARR	14	26	38	50
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	11	11	11
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	53.1	53.0	52.8	52.7
LEQ/EVE-HR	49.7	49.5	49.4	49.2
LEQ/NITE-HR	45.3	45.1	45.0	44.9

TOTAL DAY HOUR LEQ IS	58.9	dB
TOTAL EVENING HOUR LEQ IS	55.5	dB
TOTAL NIGHT HOUR LEQ IS	51.1	dB

24 HOUR LEQ VALUE IS	56.8	dB
LDN VALUE IS	59.6	dB
CNEL VALUE IS	60.0	dB

Davy
& Associates

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JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: LA HABRA

PROJECTION YEAR: 1995

RECEIVE SITE: CNEL 60

TYPE OF SITE: HARD

FLOOR: FIRST

ADT: 26000 SPEED: 35 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: LA HABRA

PROJECTION YEAR: 1995

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	409	409	409	409
CARS/EVE-HR	272	272	272	272
CARS/NITE-HR	67	67	67	67
MEDS/DAY-HR	8	8	8	8
MEDS/EVE-HR	2	2	2	2
MEDS/NITE-HR	1	1	1	1
TRKS/DAY-HR	3	3	3	3
TRKS/EVE-HR	0	0	0	0
TRKS/NITE-HR	1	1	1	1

DIST TO REC	27	39	51	63
DIST TO BARR	14	26	38	50
BARR HT	0	0	0	0
LOS HT-11.5 Ft	8	7	7	6
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	64.7	63.1	61.9	61.0
LEQ/EVE-HR	61.2	59.6	58.5	57.5
LEQ/NITE-HR	56.8	55.2	54.1	53.1

TOTAL DAY HOUR LEQ IS	68.9	dB
TOTAL EVENING HOUR LEQ IS	65.5	dB
TOTAL NIGHT HOUR LEQ IS	61.1	dB

24 HOUR LEQ VALUE IS	66.8	dB
LDN VALUE IS	69.6	dB
CNEL VALUE IS	70.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION
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JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: LA HABRA

PROJECTION YEAR: 1995

RECEIVE SITE: CNEL 65

TYPE OF SITE: HARD

FLOOR: FIRST

ADT: 26000 SPEED: 35 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: LA HABRA

PROJECTION YEAR: 1995

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	409	409	409	409
CARS/EVE-HR	272	272	272	272
CARS/NITE-HR	67	67	67	67
MEDS/DAY-HR	8	8	8	8
MEDS/EVE-HR	2	2	2	2
MEDS/NITE-HR	1	1	1	1
TRKS/DAY-HR	3	3	3	3
TRKS/EVE-HR	0	0	0	0
TRKS/NITE-HR	1	1	1	1

DIST TO REC	112	124	136	148
DIST TO BARR	14	26	38	50
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	10	10	9
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	58.5	58.0	57.6	57.3
LEQ/EVE-HR	55.0	54.6	54.2	53.8
LEQ/NITE-HR	50.7	50.2	49.8	49.4

TOTAL DAY HOUR LEQ IS	63.9	dB
TOTAL EVENING HOUR LEQ IS	60.5	dB
TOTAL NIGHT HOUR LEQ IS	56.1	dB

24 HOUR LEQ VALUE IS	61.8	dB
LDN VALUE IS	64.6	dB
CNEL VALUE IS	65.0	dB

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: LA HABRA

PROJECTION YEAR: 1995

RECEIVE SITE: CNEL 60

TYPE OF SITE: HARD

FLOOR: FIRST

ADT: 26000 SPEED: 35 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: LA HABRA

PROJECTION YEAR: 1995

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	409	409	409	409
CARS/EVE-HR	272	272	272	272
CARS/NITE-HR	67	67	67	67
MEDS/DAY-HR	8	8	8	8
MEDS/EVE-HR	2	2	2	2
MEDS/NITE-HR	1	1	1	1
TRKS/DAY-HR	3	3	3	3
TRKS/EVE-HR	0	0	0	0
TRKS/NITE-HR	1	1	1	1

DIST TO REC	389	401	413	425
DIST TO BARR	14	26	38	50
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	11	11	11
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	53.1	52.9	52.8	52.7
LEQ/EVE-HR	49.6	49.5	49.4	49.2
LEQ/NITE-HR	45.2	45.1	45.0	44.9

TOTAL DAY HOUR LEQ IS	58.9	dB
TOTAL EVENING HOUR LEQ IS	55.5	dB
TOTAL NIGHT HOUR LEQ IS	51.1	dB

24 HOUR LEQ VALUE IS	56.8	dB
LDN VALUE IS	59.6	dB
CNEL VALUE IS	60.0	dB

ROADWAY: LA HABRA

PROJECTION YEAR: 1987

RECEIVE SITE: CNEL 70

TYPE OF SITE: HARD

FLOOR: FIRST

ADT: 24900 SPEED: 41 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: LA HABRA

PROJECTION YEAR: 1987

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	392	392	392	392
CARS/EVE-HR	261	261	261	261
CARS/NITE-HR	65	65	65	65
MEDS/DAY-HR	8	8	8	8
MEDS/EVE-HR	2	2	2	2
MEDS/NITE-HR	1	1	1	1
TRKS/DAY-HR	3	3	3	3
TRKS/EVE-HR	0	0	0	0
TRKS/NITE-HR	1	1	1	1

DIST TO REC	40	52	74	86
DIST TO BARR	6	18	40	52
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	9	8	8
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	64.5	63.3	61.8	61.1
LEQ/EVE-HR	61.2	60.1	58.5	57.9
LEQ/NITE-HR	56.6	55.5	53.9	53.3

TOTAL DAY HOUR LEQ IS	68.9	dB
TOTAL EVENING HOUR LEQ IS	65.6	dB
TOTAL NIGHT HOUR LEQ IS	61.1	dB

24 HOUR LEQ VALUE IS	66.8	dB
LDN VALUE IS	69.6	dB
CNEL VALUE IS	70.0	dB

JN 87156 CITY OF LA HABRA

9/30/87

ROADWAY: LA HABRA

PROJECTION YEAR: 1987

OBSERVED SITE: CNEL 65

TYPE OF SITE: HARD

FLOOR: FIRST

ADT: 24900 SPEED: 41 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: LA HABRA

PROJECTION YEAR: 1987

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	392	392	392	392
CARS/EVE-HR	261	261	261	261
CARS/NITE-HR	65	65	65	65
MEDS/DAY-HR	8	8	8	8
MEDS/EVE-HR	2	2	2	2
MEDS/NITE-HR	1	1	1	1
TRKS/DAY-HR	3	3	3	3
TRKS/EVE-HR	0	0	0	0
TRKS/NITE-HR	1	1	1	1

DIST TO REC	161	173	195	207
DIST TO BARR	6	18	40	52
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	11	10	10
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	58.4	58.1	57.5	57.3
LEQ/EVE-HR	55.1	54.8	54.3	54.0
LEQ/NITE-HR	50.5	50.2	49.7	49.5

TOTAL DAY HOUR LEQ IS	63.9	dB
TOTAL EVENING HOUR LEQ IS	60.6	dB
TOTAL NIGHT HOUR LEQ IS	56.0	dB

24 HOUR LEQ VALUE IS	61.8	dB
LDN VALUE IS	64.6	dB
CNEL VALUE IS	65.0	dB

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: LA HABRA

PROJECTION YEAR: 1987

RECEIVE SITE: CNEL 60

TYPE OF SITE: HARD FLOOR: FIRST

ADT: 24900 SPEED: 41 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: LA HABRA

PROJECTION YEAR: 1987

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	392	392	392	392
CARS/EVE-HR	261	261	261	261
CARS/NITE-HR	65	65	65	65
MEDS/DAY-HR	8	8	8	8
MEDS/EVE-HR	2	2	2	2
MEDS/NITE-HR	1	1	1	1
TRKS/DAY-HR	3	3	3	3
TRKS/EVE-HR	0	0	0	0
TRKS/NITE-HR	1	1	1	1

DIST TO REC	556	568	590	602
DIST TO BARR	6	18	40	52
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	11	11	11
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	53.0	52.9	52.7	52.6
LEQ/EVE-HR	49.7	49.6	49.5	49.4
LEQ/NITE-HR	45.2	45.1	44.9	44.8

TOTAL DAY HOUR LEQ IS	58.8	dB
TOTAL EVENING HOUR LEQ IS	55.6	dB
TOTAL NIGHT HOUR LEQ IS	51.0	dB

24 HOUR LEQ VALUE IS	56.8	dB
LDN VALUE IS	59.5	dB
CNEL VALUE IS	60.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

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JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: LA HABRA

PROJECTION YEAR: 1995

RECEIVE SITE: CNEL 70

TYPE OF SITE: HARD

FLOOR: FIRST

ADT: 23000 SPEED: 41 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: LA HABRA

PROJECTION YEAR: 1995

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	362	362	362	362
CARS/EVE-HR	241	241	241	241
CARS/NITE-HR	60	60	60	60
MEDS/DAY-HR	7	7	7	7
MEDS/EVE-HR	2	2	2	2
MEDS/NITE-HR	1	1	1	1
TRKS/DAY-HR	3	3	3	3
TRKS/EVE-HR	0	0	0	0
TRKS/NITE-HR	1	1	1	1

DIST TO REC	36	48	70	82
DIST TO BARR	6	18	40	52
BARR HT	0	0	0	0
LOS HT-11.5 Ft	10	9	8	7
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	64.5	63.3	61.6	61.0
LEQ/EVE-HR	61.3	60.0	58.4	57.7
LEQ/NITE-HR	56.7	55.5	53.8	53.1

TOTAL DAY HOUR LEQ IS	68.9	dB
TOTAL EVENING HOUR LEQ IS	65.6	dB
TOTAL NIGHT HOUR LEQ IS	61.0	dB

24 HOUR LEQ VALUE IS	66.8	dB
LDN VALUE IS	69.6	dB
CNEL VALUE IS	70.0	dB

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JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: LA HABRA

PROJECTION YEAR: 1995

RECEIVE SITE: CNEL 65

TYPE OF SITE: HARD FLOOR: FIRST

ADT: 23000 SPEED: 41 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: LA HABRA

PROJECTION YEAR: 1995

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	362	362	362	362
CARS/EVE-HR	241	241	241	241
CARS/NITE-HR	60	60	60	60
MEDS/DAY-HR	7	7	7	7
MEDS/EVE-HR	2	2	2	2
MEDS/NITE-HR	1	1	1	1
TRKS/DAY-HR	3	3	3	3
TRKS/EVE-HR	0	0	0	0
TRKS/NITE-HR	1	1	1	1

1ST TO REC	146	158	180	192
DIST TO BARR	6	18	40	52
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	11	10	10
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	58.5	58.1	57.5	57.3
LEQ/EVE-HR	55.2	54.9	54.3	54.0
LEQ/NITE-HR	50.6	50.3	49.7	49.4

TOTAL DAY HOUR LEQ IS	63.9	dB
TOTAL EVENING HOUR LEQ IS	60.6	dB
TOTAL NIGHT HOUR LEQ IS	56.1	dB

24 HOUR LEQ VALUE IS	61.8	dB
LDN VALUE IS	64.6	dB
CNEL VALUE IS	65.0	dB

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: LA HABRA

PROJECTION YEAR: 1995

RECEIVE SITE: CNEL 60

TYPE OF SITE: HARD

FLOOR: FIRST

ADT: 23000 SPEED: 41 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: LA HABRA

PROJECTION YEAR: 1995

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	362	362	362	362
CARS/EVE-HR	241	241	241	241
CARS/NITE-HR	60	60	60	60
MEDS/DAY-HR	7	7	7	7
MEDS/EVE-HR	2	2	2	2
MEDS/NITE-HR	1	1	1	1
TRKS/DAY-HR	3	3	3	3
TRKS/EVE-HR	0	0	0	0
TRKS/NITE-HR	1	1	1	1

DIST TO REC	506	518	540	552
DIST TO BARR	6	18	40	52
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	11	11	11
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	53.1	53.0	52.8	52.7
LEQ/EVE-HR	49.8	49.7	49.5	49.4
LEQ/NITE-HR	45.2	45.1	44.9	44.8

TOTAL DAY HOUR LEQ IS	58.9	dB
TOTAL EVENING HOUR LEQ IS	55.6	dB
TOTAL NIGHT HOUR LEQ IS	51.1	dB

24 HOUR LEQ VALUE IS	56.8	dB
LDN VALUE IS	59.6	dB
CNEL VALUE IS	60.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION
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JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: IDAHO

PROJECTION YEAR: 1987

RECEIVE SITE: CNEL 65

TYPE OF SITE: HARD

FLOOR: FIRST

ADT: 10800 SPEED: 33 mph NO. LANES: 2 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: IDAHO

PROJECTION YEAR: 1987

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2
CARS/DAY-HR	340	340
CARS/EVE-HR	226	226
CARS/NITE-HR	56	56
MEDS/DAY-HR	7	7
MEDS/EVE-HR	2	2
MEDS/NITE-HR	1	1
TRKS/DAY-HR	3	3
TRKS/EVE-HR	0	0
TRKS/NITE-HR	0	0

DIST TO REC	41	53
DIST TO BARR	16	28
BARR HT	0	0
LOS HT-11.5 Ft	9	8
LANE HT	0	0
REC HT	5	5

CAR BARR ATTN	0.0	0.0
MED BARR ATTN	0.0	0.0
HT BARR ATTN	0.0	0.0

LEQ/DAY-HR	61.4	60.3
LEQ/EVE-HR	57.9	56.8
LEQ/NITE-HR	53.6	52.5

TOTAL DAY HOUR LEQ IS	63.9	dB
TOTAL EVENING HOUR LEQ IS	60.4	dB
TOTAL NIGHT HOUR LEQ IS	56.1	dB

24 HOUR LEQ VALUE IS	61.8	dB
LDN VALUE IS	64.6	dB
CNEL VALUE IS	65.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

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JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: IDAHO

PROJECTION YEAR: 1987

RECEIVE SITE: CNEL 60

TYPE OF SITE: HARD

FLOOR: FIRST

ADT: 10800 SPEED: 33 mph NO. LANES: 2 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: IDAHO

PROJECTION YEAR: 1987

VEHICLE % - DAY	AUTOS .7551	MTRUCKS .0156	HTRUCKS .0064
VEHICLE % - EVENING	AUTOS .1257	MTRUCKS .0009	HTRUCKS .0002
VEHICLE % - NIGHTS	AUTOS .0934	MTRUCKS .0019	HTRUCKS .0008

LANE NO.	1	2
CARS/DAY-HR	340	340
CARS/EVE-HR	226	226
CARS/NITE-HR	56	56
MEDS/DAY-HR	7	7
MEDS/EVE-HR	2	2
MEDS/NITE-HR	1	1
TRKS/DAY-HR	3	3
TRKS/EVE-HR	0	0
TRKS/NITE-HR	0	0

DIST TO REC	141	153
DIST TO BARR	16	28
BARR HT	0	0
LOS HT-11.5 Ft	11	10
LANE HT	0	0
REC HT	5	5

CAR BARR ATTN	0.0	0.0
MED BARR ATTN	0.0	0.0
HT BARR ATTN	0.0	0.0

LEQ/DAY-HR	56.1	55.7
LEQ/EVE-HR	52.6	52.2
LEQ/NITE-HR	48.2	47.9

TOTAL DAY HOUR LEQ IS	58.9	dB
TOTAL EVENING HOUR LEQ IS	55.4	dB
TOTAL NIGHT HOUR LEQ IS	51.1	dB

24 HOUR LEQ VALUE IS	56.8	dB
LDN VALUE IS	59.6	dB
CNEL VALUE IS	60.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

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JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: IDAHO

PROJECTION YEAR: 1995

RECEIVE SITE: CNEL 65

TYPE OF SITE: HARD FLOOR: FIRST

ADT: 12000 SPEED: 33 mph NO. LANES: 2 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: IDAHO

PROJECTION YEAR: 1995

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2
CARS/DAY-HR	378	378
CARS/EVE-HR	251	251
CARS/NITE-HR	62	62
MEDS/DAY-HR	8	8
MEDS/EVE-HR	2	2
MEDS/NITE-HR	1	1
TRKS/DAY-HR	3	3
TRKS/EVE-HR	0	0
TRKS/NITE-HR	1	1

JIST TO REC	46	58
DIST TO BARR	16	28
BARR HT	0	0
LOS HT-11.5 Ft	9	8
LANE HT	0	0
REC HT	5	5

CAR BARR ATTN	0.0	0.0
MED BARR ATTN	0.0	0.0
HT BARR ATTN	0.0	0.0

LEQ/DAY-HR	61.4	60.4
LEQ/EVE-HR	57.9	56.9
LEQ/NITE-HR	53.6	52.6

TOTAL DAY HOUR LEQ IS	63.9	dB
TOTAL EVENING HOUR LEQ IS	60.4	dB
TOTAL NIGHT HOUR LEQ IS	56.1	dB

24 HOUR LEQ VALUE IS	61.8	dB
LDN VALUE IS	64.6	dB
CNEL VALUE IS	65.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION
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JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: IDAHO

PROJECTION YEAR: 1995

RECEIVE SITE: CNEL 60

TYPE OF SITE: HARD FLOOR: FIRST

ADT: 12000 SPEED: 33 mph NO. LANES: 2 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: IDAHO

PROJECTION YEAR: 1995

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0011
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2
CARS/DAY-HR	378	378
CARS/EVE-HR	251	251
CARS/NITE-HR	62	62
MEDS/DAY-HR	8	8
MEDS/EVE-HR	2	2
MEDS/NITE-HR	1	1
TRKS/DAY-HR	3	3
TRKS/EVE-HR	0	0
TRKS/NITE-HR	1	1

DIST TO REC	156	168
DIST TO BARR	16	28
BARR HT	0	0
LOS HT-11.5 Ft	11	10
LANE HT	0	0
REC HT	5	5

CAR BARR ATTN	0.0	0.0
MED BARR ATTN	0.0	0.0
HT BARR ATTN	0.0	0.0

LEQ/DAY-HR	56.1	55.8
LEQ/EVE-HR	52.6	52.2
LEQ/NITE-HR	48.3	47.9

TOTAL DAY HOUR LEQ IS	58.9	dB
TOTAL EVENING HOUR LEQ IS	55.4	dB
TOTAL NIGHT HOUR LEQ IS	51.1	dB

24 HOUR LEQ VALUE IS	56.8	dB
LDN VALUE IS	59.6	dB
CNEL VALUE IS	60.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: IDAHO

PROJECTION YEAR: 1987

RECEIVE SITE: CNEL 65

TYPE OF SITE: HARD FLOOR: FIRST

ADT: 11600 SPEED: 40 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: IDAHO

PROJECTION YEAR: 1987

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	182	182	182	182
CARS/EVE-HR	122	122	122	122
CARS/NITE-HR	30	30	30	30
MEDS/DAY-HR	4	4	4	4
MEDS/EVE-HR	1	1	1	1
MEDS/NITE-HR	1	1	1	1
TRKS/DAY-HR	2	2	2	2
TRKS/EVE-HR	0	0	0	0
TRKS/NITE-HR	0	0	0	0

JIST TO REC	64	76	86	100
DIST TO BARR	14	26	38	50
BARR HT	0	0	0	0
LOS HT-11.5 Ft	10	9	9	8
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	58.8	58.1	57.4	56.9
LEQ/EVE-HR	55.5	54.8	54.1	53.6
LEQ/NITE-HR	51.0	50.2	49.6	49.0

TOTAL DAY HOUR LEQ IS	63.9	dB
TOTAL EVENING HOUR LEQ IS	60.6	dB
TOTAL NIGHT HOUR LEQ IS	56.0	dB

24 HOUR LEQ VALUE IS	61.8	dB
LDN VALUE IS	64.6	dB
CNEL VALUE IS	65.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

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7158 CITY OF LA HABRA

9/30/87

ROADWAY: IDAHO

PROJECTION YEAR: 1987

RECEIVE SITE: CNEL 60 TYPE OF SITE: HARD FLOOR: FIRST

ADT: 11600 SPEED: 40 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: IDAHO

PROJECTION YEAR: 1987

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	182	182	182	182
CARS/EVE-HR	122	122	122	122
CARS/NITE-HR	30	30	30	30
MEDS/DAY-HR	4	4	4	4
MEDS/EVE-HR	1	1	1	1
MEDS/NITE-HR	1	1	1	1
TRKS/DAY-HR	2	2	2	2
TRKS/EVE-HR	0	0	0	0
TRKS/NITE-HR	0	0	0	0

DIST TO REC	234	246	258	270
DIST TO BARR	14	26	38	50
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	11	11	10
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	53.2	53.0	52.7	52.5
LEQ/EVE-HR	49.9	49.7	49.5	49.3
LEQ/NITE-HR	45.3	45.1	44.9	44.7

TOTAL DAY HOUR LEQ IS	58.9	dB
TOTAL EVENING HOUR LEQ IS	55.6	dB
TOTAL NIGHT HOUR LEQ IS	51.1	dB

24 HOUR LEQ VALUE IS	56.8	dB
1 HOUR LEQ VALUE IS	59.6	dB
CNEL VALUE IS	60.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION
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JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: IDAHO

PROJECTION YEAR: 1995

RECEIVE SITE: CNEL 70

TYPE OF SITE: HARD FLOOR: FIRST

ADT: 20000 SPEED: 40 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: IDAHO

PROJECTION YEAR: 1995

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	315	315	315	315
CARS/EVE-HR	209	209	209	209
CARS/NITE-HR	52	52	52	52
MEDS/DAY-HR	6	6	6	6
MEDS/EVE-HR	1	1	1	1
MEDS/NITE-HR	1	1	1	1
TRKS/DAY-HR	3	3	3	3
TRKS/EVE-HR	0	0	0	0
TRKS/NITE-HR	0	0	0	0

DIST TO REC	29	41	53	65
DIST TO BARR	14	26	38	50
BARR HT	0	0	0	0
LOS HT-11.5 Ft	8	7	7	7
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	64.6	63.1	62.0	61.1
LEQ/EVE-HR	61.3	59.8	58.7	57.8
LEQ/NITE-HR	56.8	55.3	54.2	53.3

TOTAL DAY HOUR LEQ IS	68.9	dB
TOTAL EVENING HOUR LEQ IS	65.6	dB
TOTAL NIGHT HOUR LEQ IS	61.1	dB

24 HOUR LEQ VALUE IS	66.8	dB
LDN VALUE IS	69.6	dB
CNEL VALUE IS	70.0	dB

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: IDAHO

PROJECTION YEAR: 1995

RECEIVING SITE: CNEL 65

TYPE OF SITE: HARD

FLOOR: FIRST

ADT: 20000 SPEED: 40 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: IDAHO

PROJECTION YEAR: 1995

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	315	315	315	315
CARS/EVE-HR	209	209	209	209
CARS/NITE-HR	52	52	52	52
MEDS/DAY-HR	6	6	6	6
MEDS/EVE-HR	1	1	1	1
MEDS/NITE-HR	1	1	1	1
TRKS/DAY-HR	3	3	3	3
TRKS/EVE-HR	0	0	0	0
TRKS/NITE-HR	0	0	0	0

J TO REC	120	132	144	156
DIST TO BARR	14	26	38	50
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	10	10	9
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	58.4	58.0	57.6	57.3
LEQ/EVE-HR	55.2	54.7	54.4	54.0
LEQ/NITE-HR	50.6	50.2	49.8	49.5

TOTAL DAY HOUR LEQ IS	63.9	dB
TOTAL EVENING HOUR LEQ IS	60.6	dB
TOTAL NIGHT HOUR LEQ IS	56.1	dB

24 HOUR LEQ VALUE IS	61.8	dB
LDN VALUE IS	64.6	dB
CNEL VALUE IS	65.0	dB

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: IDAHO

PROJECTION YEAR: 1995

RECEIVE SITE: CNEL 60

TYPE OF SITE: HARD FLOOR: FIRST

ADT: 20000 SPEED: 40 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: IDAHO

PROJECTION YEAR: 1995

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	315	315	315	315
CARS/EVE-HR	209	209	209	209
CARS/NITE-HR	52	52	52	52
MEDS/DAY-HR	6	6	6	6
MEDS/EVE-HR	1	1	1	1
MEDS/NITE-HR	1	1	1	1
TRKS/DAY-HR	3	3	3	3
TRKS/EVE-HR	0	0	0	0
TRKS/NITE-HR	0	0	0	0

DIST TO REC	415	427	439	451
DIST TO BARR	14	26	38	50
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	11	11	11
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	53.0	52.9	52.8	52.7
LEQ/EVE-HR	49.8	49.6	49.5	49.4
LEQ/NITE-HR	45.2	45.1	45.0	44.9

TOTAL DAY HOUR LEQ IS	58.9	dB
TOTAL EVENING HOUR LEQ IS	55.6	dB
TOTAL NIGHT HOUR LEQ IS	51.1	dB

24 HOUR LEQ VALUE IS	56.8	dB
LDN VALUE IS	59.6	dB
CNEL VALUE IS	60.0	dB

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: IDAHO

PROJECTION YEAR: 1987

RECEIVING SITE: CNEL 70

TYPE OF SITE: HARD

FLOOR: FIRST

ADT: 16900 SPEED: 42 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: IDAHO

PROJECTION YEAR: 1987

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	266	266	266	266
CARS/EVE-HR	177	177	177	177
CARS/NITE-HR	44	44	44	44
MEDS/DAY-HR	5	5	5	5
MEDS/EVE-HR	1	1	1	1
MEDS/NITE-HR	1	1	1	1
TRKS/DAY-HR	2	2	2	2
TRKS/EVE-HR	0	0	0	0
TRKS/NITE-HR	0	0	0	0

DIST TO REC	26	38	60	72
DIST TO BARR	6	18	40	52
BARR HT	0	0	0	0
LOS HT-11.5 Ft	10	8	7	7
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	64.9	63.3	61.3	60.5
LEQ/EVE-HR	61.7	60.1	58.0	57.2
LEQ/NITE-HR	57.1	55.4	53.4	52.6

TOTAL DAY HOUR LEQ IS	68.9	dB
TOTAL EVENING HOUR LEQ IS	65.6	dB
TOTAL NIGHT HOUR LEQ IS	61.0	dB

24 HOUR LEQ VALUE IS	66.8	dB
LDN VALUE IS	69.6	dB
CNEL VALUE IS	70.0	dB

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JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: IDAHO

PROJECTION YEAR: 1987

RECEIVE SITE: CNEL 65

TYPE OF SITE: HARD

FLOOR: FIRST

ADT: 16900 SPEED: 42 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: IDAHO

PROJECTION YEAR: 1987

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	266	266	266	266
CARS/EVE-HR	177	177	177	177
CARS/NITE-HR	44	44	44	44
MEDS/DAY-HR	5	5	5	5
MEDS/EVE-HR	1	1	1	1
MEDS/NITE-HR	1	1	1	1
TRKS/DAY-HR	2	2	2	2
TRKS/EVE-HR	0	0	0	0
TRKS/NITE-HR	0	0	0	0

DIST TO REC	111	123	145	157
DIST TO BARR	6	18	40	52
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	11	10	9
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	58.6	58.1	57.4	57.1
LEQ/EVE-HR	55.3	54.9	54.2	53.8
LEQ/NITE-HR	50.7	50.3	49.6	49.2

TOTAL DAY HOUR LEQ IS	63.8	dB
TOTAL EVENING HOUR LEQ IS	60.6	dB
TOTAL NIGHT HOUR LEQ IS	56.0	dB

24 HOUR LEQ VALUE IS	61.8	dB
LDN VALUE IS	64.6	dB
CNEL VALUE IS	65.0	dB

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: IDAHO

PROJECTION YEAR: 1987

RECEIVE SITE: CNEL 60

TYPE OF SITE: HARD

FLOOR: FIRST

ADT: 16900 SPEED: 42 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: IDAHO

PROJECTION YEAR: 1987

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	266	266	266	266
CARS/EVE-HR	177	177	177	177
CARS/NITE-HR	44	44	44	44
MEDS/DAY-HR	5	5	5	5
MEDS/EVE-HR	1	1	1	1
MEDS/NITE-HR	1	1	1	1
TRKS/DAY-HR	2	2	2	2
TRKS/EVE-HR	0	0	0	0
TRKS/NITE-HR	0	0	0	0

J TO REC	391	403	425	437
DIST TO BARR	6	18	40	52
BARR HT	7	0	0	0
LOS HT-11.5 Ft	11	11	11	11
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	53.1	53.0	52.7	52.6
LEQ/EVE-HR	49.9	49.7	49.5	49.4
LEQ/NITE-HR	45.3	45.1	44.9	44.8

TOTAL DAY HOUR LEQ IS	58.9	dB
TOTAL EVENING HOUR LEQ IS	55.7	dB
TOTAL NIGHT HOUR LEQ IS	51.0	dB

24 HOUR LEQ VALUE IS	56.8	dB
LDN VALUE IS	59.6	dB
CNEL VALUE IS	60.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: IDAHO

PROJECTION YEAR: 1995

RECEIVE SITE: CNEL 70

TYPE OF SITE: HARD FLOOR: FIRST

ADT: 24000 SPEED: 42 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: IDAHO

PROJECTION YEAR: 1995

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	378	378	378	378
CARS/EVE-HR	251	251	251	251
CARS/NITE-HR	62	62	62	62
MEDS/DAY-HR	8	8	8	8
MEDS/EVE-HR	2	2	2	2
MEDS/NITE-HR	1	1	1	1
TRKS/DAY-HR	3	3	3	3
TRKS/EVE-HR	0	0	0	0
TRKS/NITE-HR	1	1	1	1

DIST TO REC	41	53	75	87
DIST TO BARR	6	18	40	52
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	9	8	8
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	64.4	63.3	61.8	61.1
LEQ/EVE-HR	61.2	60.1	58.6	57.9
LEQ/NITE-HR	56.6	55.5	54.0	53.3

TOTAL DAY HOUR LEQ IS	68.9	dB
TOTAL EVENING HOUR LEQ IS	65.6	dB
TOTAL NIGHT HOUR LEQ IS	61.0	dB

24 HOUR LEQ VALUE IS	66.8	dB
LDN VALUE IS	69.6	dB
CNEL VALUE IS	70.0	dB

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: IDAHO

PROJECTION YEAR: 1995

RECEIVE SITE: CNEL 65

TYPE OF SITE: HARD

FLOOR: FIRST

ADT: 24000 SPEED: 42 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: IDAHO

PROJECTION YEAR: 1995

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	378	378	378	378
CARS/EVE-HR	251	251	251	251
CARS/NITE-HR	62	62	62	62
MEDS/DAY-HR	8	8	8	8
MEDS/EVE-HR	2	2	2	2
MEDS/NITE-HR	1	1	1	1
TRKS/DAY-HR	3	3	3	3
TRKS/EVE-HR	0	0	0	0
TRKS/NITE-HR	1	1	1	1
DIST TO REC	166	178	200	212
DIST TO BARR	6	18	40	52
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	11	10	10
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	58.3	58.0	57.5	57.3
LEQ/EVE-HR	55.1	54.8	54.3	54.1
LEQ/NITE-HR	50.5	50.2	49.7	49.4

TOTAL DAY HOUR LEQ IS	63.8	dB
TOTAL EVENING HOUR LEQ IS	60.6	dB
TOTAL NIGHT HOUR LEQ IS	56.0	dB

24 HOUR LEQ VALUE IS	61.8	dB
LDN VALUE IS	64.5	dB
CNEL VALUE IS	65.0	dB

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: IDAHO

PROJECTION YEAR: 1995

RECEIVE SITE: CNEL 60

TYPE OF SITE: HARD FLOOR: FIRST

ADT: 24000 SPEED: 42 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: IDAHO

PROJECTION YEAR: 1995

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	378	378	378	378
CARS/EVE-HR	251	251	251	251
CARS/NITE-HR	62	62	62	62
MEDS/DAY-HR	8	8	8	8
MEDS/EVE-HR	2	2	2	2
MEDS/NITE-HR	1	1	1	1
TRKS/DAY-HR	3	3	3	3
TRKS/EVE-HR	0	0	0	0
TRKS/NITE-HR	1	1	1	1

DIST TO REC	566	578	600	612
DIST TO BARR	6	18	40	52
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	11	11	11
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	53.0	52.9	52.8	52.7
LEQ/EVE-HR	49.8	49.7	49.5	49.4
LEQ/NITE-HR	45.2	45.1	44.9	44.8

TOTAL DAY HOUR LEQ IS	58.9	dB
TOTAL EVENING HOUR LEQ IS	55.6	dB
TOTAL NIGHT HOUR LEQ IS	51.0	dB

24 HOUR LEQ VALUE IS	56.8	dB
LDN VALUE IS	59.6	dB
CNEL VALUE IS	60.0	dB

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: EUCLID

PROJECTION YEAR: 1987

RECEIVE SITE: CNEL 70

TYPE OF SITE: HARD FLOOR: FIRST

ADT: 16000 SPEED: 38 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: EUCLID

PROJECTION YEAR: 1987

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	252	252	252	252
CARS/EVE-HR	168	168	168	168
CARS/NITE-HR	42	42	42	42
MEDS/DAY-HR	5	5	5	5
MEDS/EVE-HR	1	1	1	1
MEDS/NITE-HR	1	1	1	1
TRKS/DAY-HR	2	2	2	2
TRKS/EVE-HR	0	0	0	0
TRKS/NITE-HR	0	0	0	0

TO REC	18	30	42	54
DIST TO BARR	14	26	38	50
BARR HT	0	0	0	0
LOS HT-11.5 Ft	6	6	6	5
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	65.2	62.9	61.5	60.4
LEQ/EVE-HR	61.8	59.6	58.2	57.1
LEQ/NITE-HR	57.3	55.1	53.7	52.6

TOTAL DAY HOUR LEQ IS	68.9	dB
TOTAL EVENING HOUR LEQ IS	65.6	dB
TOTAL NIGHT HOUR LEQ IS	61.1	dB

24 HOUR LEQ VALUE IS	66.8	dB
LDN VALUE IS	69.6	dB
CNEL VALUE IS	70.0	dB

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: EUCLID

PROJECTION YEAR: 1987

RECEIVE SITE: CNEL 65

TYPE OF SITE: HARD FLOOR: FIRST

ADT: 16000 SPEED: 38 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: EUCLID

PROJECTION YEAR: 1987

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	252	252	252	252
CARS/EVE-HR	168	168	168	168
CARS/NITE-HR	42	42	42	42
MEDS/DAY-HR	5	5	5	5
MEDS/EVE-HR	1	1	1	1
MEDS/NITE-HR	1	1	1	1
TRKS/DAY-HR	2	2	2	2
TRKS/EVE-HR	0	0	0	0
TRKS/NITE-HR	0	0	0	0

DIST TO REC	81	93	105	117
DIST TO BARR	14	26	38	50
BARR HT	0	0	0	0
LOS HT-11.5 Ft	10	10	9	9
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	58.6	58.0	57.5	57.0
LEQ/EVE-HR	55.3	54.7	54.2	53.7
LEQ/NITE-HR	50.8	50.2	49.7	49.2

TOTAL DAY HOUR LEQ IS	63.9	dB
TOTAL EVENING HOUR LEQ IS	60.5	dB
TOTAL NIGHT HOUR LEQ IS	56.0	dB

24 HOUR LEQ VALUE IS	61.8	dB
LDN VALUE IS	64.6	dB
CNEL VALUE IS	65.0	dB

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: EUCLID

PROJECTION YEAR: 1987

RECEIVE SITE: CNEL 60

TYPE OF SITE: HARD FLOOR: FIRST

ADT: 16000 SPEED: 38 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: EUCLID

PROJECTION YEAR: 1987

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	252	252	252	252
CARS/EVE-HR	168	168	168	168
CARS/NITE-HR	42	42	42	42
MEDS/DAY-HR	5	5	5	5
MEDS/EVE-HR	1	1	1	1
MEDS/NITE-HR	1	1	1	1
TRKS/DAY-HR	2	2	2	2
TRKS/EVE-HR	0	0	0	0
TRKS/NITE-HR	0	0	0	0

DN TO REC	289	301	313	325
DIST TO BARR	14	26	38	50
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	11	11	11
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	53.1	52.9	52.8	52.6
LEQ/EVE-HR	49.8	49.6	49.4	49.3
LEQ/NITE-HR	45.3	45.1	44.9	44.8

TOTAL DAY HOUR LEQ IS	58.9	dB
TOTAL EVENING HOUR LEQ IS	55.5	dB
TOTAL NIGHT HOUR LEQ IS	51.0	dB

24 HOUR LEQ VALUE IS	56.8	dB
LDN VALUE IS	59.6	dB
CNEL VALUE IS	60.0	dB

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: EUCLID

PROJECTION YEAR: 1995

RECEIVE SITE: CNEL 70

TYPE OF SITE: HARD

FLOOR: FIRST

ADT: 32000 SPEED: 38 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: EUCLID

PROJECTION YEAR: 1995

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	503	503	503	503
CARS/EVE-HR	335	335	335	335
CARS/NITE-HR	83	83	83	83
MEDS/DAY-HR	10	10	10	10
MEDS/EVE-HR	2	2	2	2
MEDS/NITE-HR	2	2	2	2
TRKS/DAY-HR	4	4	4	4
TRKS/EVE-HR	1	1	1	1
TRKS/NITE-HR	1	1	1	1

DIST TO REC	46	58	70	82
DIST TO BARR	14	26	38	50
BARR HT	0	0	0	0
LOS HT-11.5 Ft	10	9	8	8
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	64.1	63.1	62.3	61.6
LEQ/EVE-HR	60.8	59.8	58.9	58.3
LEQ/NITE-HR	56.3	55.3	54.5	53.8

TOTAL DAY HOUR LEQ IS	68.9	dB
TOTAL EVENING HOUR LEQ IS	65.6	dB
TOTAL NIGHT HOUR LEQ IS	61.1	dB

24 HOUR LEQ VALUE IS	66.8	dB
LDN VALUE IS	69.6	dB
CNEL VALUE IS	70.0	dB

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: EUCLID

PROJECTION YEAR: 1995

RECEIVE SITE: CNEL 65

TYPE OF SITE: HARD FLOOR: FIRST

ADT: 32000 SPEED: 38 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: EUCLID

PROJECTION YEAR: 1995

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	503	503	503	503
CARS/EVE-HR	335	335	335	335
CARS/NITE-HR	83	83	83	83
MEDS/DAY-HR	10	10	10	10
MEDS/EVE-HR	2	2	2	2
MEDS/NITE-HR	2	2	2	2
TRKS/DAY-HR	4	4	4	4
TRKS/EVE-HR	1	1	1	1
TRKS/NITE-HR	1	1	1	1

DIST TO REC	176	190	202	214
DIST TO BARR	14	26	38	50
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	11	10	10
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	58.2	57.9	57.7	57.4
LEQ/EVE-HR	54.9	54.6	54.3	54.1
LEQ/NITE-HR	50.4	50.1	49.8	49.6

TOTAL DAY HOUR LEQ IS	63.8	dB
TOTAL EVENING HOUR LEQ IS	60.5	dB
TOTAL NIGHT HOUR LEQ IS	56.0	dB

24 HOUR LEQ VALUE IS	61.8	dB
LDN VALUE IS	64.6	dB
CNEL VALUE IS	65.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

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JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: EUCLID

PROJECTION YEAR: 1995

RECEIVE SITE: CNEL 60

TYPE OF SITE: HARD

FLOOR: FIRST

ADT: 32000 SPEED: 38 mph NO. LANES: 4 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: EUCLID

PROJECTION YEAR: 1995

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4
CARS/DAY-HR	503	503	503	503
CARS/EVE-HR	335	335	335	335
CARS/NITE-HR	83	83	83	83
MEDS/DAY-HR	10	10	10	10
MEDS/EVE-HR	2	2	2	2
MEDS/NITE-HR	2	2	2	2
TRKS/DAY-HR	4	4	4	4
TRKS/EVE-HR	1	1	1	1
TRKS/NITE-HR	1	1	1	1

JIST TO REC	589	601	613	625
DIST TO BARR	14	26	38	50
BARR HT	0	0	0	0
LOS HT-11.5 Ft	11	11	11	11
LANE HT	0	0	0	0
REC HT	5	5	5	5

CAR BARR ATTN	0.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0

LEQ/DAY-HR	53.0	52.9	52.9	52.8
LEQ/EVE-HR	49.7	49.6	49.5	49.4
LEQ/NITE-HR	45.2	45.1	45.0	44.9

TOTAL DAY HOUR LEQ IS	58.9	dB
TOTAL EVENING HOUR LEQ IS	55.6	dB
TOTAL NIGHT HOUR LEQ IS	51.1	dB

24 HOUR LEQ VALUE IS	56.8	dB
LDN VALUE IS	59.6	dB
CNEL VALUE IS	60.0	dB

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: EUCLID

PROJECTION YEAR: 1987

RECEIVE SITE: CNEL 65

TYPE OF SITE: HARD FLOOR: FIRST

ADT: 8900 SPEED: 38 mph NO. LANES: 2 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: EUCLID

PROJECTION YEAR: 1987

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2
CARS/DAY-HR	280	280
CARS/EVE-HR	186	186
CARS/NITE-HR	46	46
MEDS/DAY-HR	6	6
MEDS/EVE-HR	1	1
MEDS/NITE-HR	1	1
TRKS/DAY-HR	2	2
TRKS/EVE-HR	0	0
TRKS/NITE-HR	0	0

TO REC	49	61
DIST TO BARR	14	26
BARR HT	0	0
LOS HT-11.5 Ft	10	9
LANE HT	0	0
REC HT	5	5

CAR BARR ATTN	0.0	0.0
MED BARR ATTN	0.0	0.0
HT BARR ATTN	0.0	0.0

LEQ/DAY-HR	61.3	60.3
LEQ/EVE-HR	57.9	57.0
LEQ/NITE-HR	53.5	52.5

TOTAL DAY HOUR LEQ IS	63.8	dB
TOTAL EVENING HOUR LEQ IS	60.5	dB
TOTAL NIGHT HOUR LEQ IS	56.0	dB

24 HOUR LEQ VALUE IS	61.8	dB
LDN VALUE IS	64.5	dB
CNEL VALUE IS	65.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

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JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: EUCLID

PROJECTION YEAR: 1987

RECEIVE SITE: CNEL 60

TYPE OF SITE: HARD

FLOOR: FIRST

ADT: 8900

SPEED: 38

mph

NO. LANES: 2

WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1

PHI1:

-90

PHI2:

90

GRADIENT %: 0

GRADE CORRECTION: 0 dB

ROADWAY: EUCLID

PROJECTION YEAR: 1987

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2
CARS/DAY-HR	280	280
CARS/EVE-HR	186	186
CARS/NITE-HR	46	46
MEDS/DAY-HR	6	6
MEDS/EVE-HR	1	1
MEDS/NITE-HR	1	1
TRKS/DAY-HR	2	2
TRKS/EVE-HR	0	0
TRKS/NITE-HR	0	0

DIST TO REC	164	176
DIST TO BARR	14	26
BARR HT	0	0
LOS HT-11.5 Ft	11	11
LANE HT	0	0
REC HT	5	5

CAR BARR ATTN	0.0	0.0
MED BARR ATTN	0.0	0.0
HT BARR ATTN	0.0	0.0

LEQ/DAY-HR	56.0	55.7
LEQ/EVE-HR	52.7	52.4
LEQ/NITE-HR	48.2	47.9

TOTAL DAY HOUR LEQ IS	58.9	dB
TOTAL EVENING HOUR LEQ IS	55.6	dB
TOTAL NIGHT HOUR LEQ IS	51.1	dB

24 HOUR LEQ VALUE IS	56.8	dB
LDN VALUE IS	59.6	dB
CNEL VALUE IS	60.0	dB

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: EUCLID

PROJECTION YEAR: 1995

RECEIVE SITE: CNEL 70

TYPE OF SITE: HARD FLOOR: FIRST

ADT: 13000 SPEED: 38 mph NO. LANES: 2 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: EUCLID

PROJECTION YEAR: 1995

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2
CARS/DAY-HR	409	409
CARS/EVE-HR	272	272
CARS/NITE-HR	67	67
MEDS/DAY-HR	8	8
MEDS/EVE-HR	2	2
MEDS/NITE-HR	1	1
TRKS/DAY-HR	3	3
TRKS/EVE-HR	0	0
TRKS/NITE-HR	1	1

DIST TO REC	20	32
DIST TO BARR	14	26
BARR HT	0	0
LOS HT-11.5 Ft	7	6
LANE HT	0	0
REC HT	5	5

CAR BARR ATTN	0.0	0.0
MED BARR ATTN	0.0	0.0
HT BARR ATTN	0.0	0.0

LEQ/DAY-HR	66.8	64.8
LEQ/EVE-HR	63.5	61.4
LEQ/NITE-HR	59.0	56.9

TOTAL DAY HOUR LEQ IS	68.9	dB
TOTAL EVENING HOUR LEQ IS	65.6	dB
TOTAL NIGHT HOUR LEQ IS	61.1	dB

24 HOUR LEQ VALUE IS	66.8	dB
LDN VALUE IS	69.6	dB
CNEL VALUE IS	70.0	dB

JN 87158 CITY OF LA HABRA

9/30/87

ROADWAY: EUCLID

PROJECTION YEAR: 1995

RECEIVE SITE: CNEL 65

TYPE OF SITE: HARD FLOOR: FIRST

ADT: 13000 SPEED: 38 mph NO. LANES: 2 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: EUCLID

PROJECTION YEAR: 1995

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2
CARS/DAY-HR	409	409
CARS/EVE-HR	272	272
CARS/NITE-HR	67	67
MEDS/DAY-HR	8	8
MEDS/EVE-HR	2	2
MEDS/NITE-HR	1	1
TRKS/DAY-HR	3	3
TRKS/EVE-HR	0	0
TRKS/NITE-HR	1	1

DIST TO REC	73	85
DIST TO BARR	14	26
BARR HT	0	0
LOS HT-11.5 Ft	10	10
LANE HT	0	0
REC HT	5	5

CAR BARR ATTN	0.0	0.0
MED BARR ATTN	0.0	0.0
HT BARR ATTN	0.0	0.0

LEQ/DAY-HR	61.2	60.5
LEQ/EVE-HR	57.9	57.2
LEQ/NITE-HR	53.4	52.7

TOTAL DAY HOUR LEQ IS	63.9	dB
TOTAL EVENING HOUR LEQ IS	60.6	dB
TOTAL NIGHT HOUR LEQ IS	56.1	dB

24 HOUR LEQ VALUE IS	61.8	dB
LDN VALUE IS	64.6	dB
CNEL VALUE IS	65.0	dB

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

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JN 87158 CITY OF LA HABRA

9/30/87

PROJ: EUCLID

PROJECTION YEAR: 1995

RECEIVE SITE: CNEL 60

TYPE OF SITE: HARD FLOOR: FIRST

ADT: 13000 SPEED: 38 mph NO. LANES: 2 WALL HEIGHT: 0

ROAD SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 0 GRADE CORRECTION: 0 dB

ROADWAY: EUCLID

PROJECTION YEAR: 1995

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2
CARS/DAY-HR	409	409
CARS/EVE-HR	272	272
CARS/NITE-HR	67	67
MEDS/DAY-HR	8	8
MEDS/EVE-HR	2	2
MEDS/NITE-HR	1	1
TRKS/DAY-HR	3	3
TRKS/EVE-HR	0	0
TRKS/NITE-HR	1	1

DIST TO REC	244	256
DIST TO BARR	14	26
BARR HT	0	0
LOS HT-11.5 Ft	11	11
LANE HT	0	0
REC HT	5	5

CAR BARR ATTN	0.0	0.0
MED BARR ATTN	0.0	0.0
HT BARR ATTN	0.0	0.0

LEQ/DAY-HR	56.0	55.7
LEQ/EVE-HR	52.6	52.4
LEQ/NITE-HR	48.1	47.9

TOTAL DAY HOUR LEQ IS	58.9	dB
TOTAL EVENING HOUR LEQ IS	55.5	dB
TOTAL NIGHT HOUR LEQ IS	51.0	dB

24 HOUR LEQ VALUE IS	56.8	dB
LDN VALUE IS	59.6	dB
CNEL VALUE IS	60.0	dB

Davy
& Associates
Consulting Acoustical Engineers



**Community Development Plan
Background Report**

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**THE ECONOMIC DEVELOPMENT ELEMENT
BACKGROUND REPORT**

Prepared By

**Clair Associates, Inc
and
Natelson-Levander-Whitney, Inc**

October 1987

UPDATED BY

**The City of La Habra
Planning Department**

October 1989

PART 1.

**ECONOMIC DEVELOPMENT
BACKGROUND REPORT**

*Preliminary Data, Analysis & Policy Direction for
Economic Development Issues.*

I. INTRODUCTION

This Community Economic Development Plan contains an overall plan, including existing and planned goals and strategies for the City of La Habra, which are designed to improve the community's economic balance, the well being of the community as a whole and its residents, businesses and investors individually. The purpose of an Economic Development Plan is to link as much as possible development related programs, strategy components, and action items, in a systematic formal manner to achieve specified goals and objectives. An economic Development Plan is designed to:

- A. Provide guidelines in the decision-making process to the City's political, policy and administrative leadership for a unity of the purpose in achieving established goals.
- B. Attract new resources to assist in the implementation of the plan.
- C. Assist and articulate the philosophy and commitment to achieving established goals.
- D. Outline a strategy designed to achieve desired results.

II. EXISTING CONDITIONS AND TRENDS**OPPORTUNITIES SUMMARY**

La Habra has the potential of a second cycle of economic growth and development. Economic trends, with assistance from public and private sources can assist the community to reach and even surpass stated goals. Among the major current economic trends which positively affect La Habra are:

- * La Habra is an integral part of one of the most vibrant powerful and progressive economies in the world. Within the 60-mile circle (of which La Habra is a part), there is an economy that:
- * Has a per capita gross regional product exceeded only by three oil-rich countries.
- * Has a gross regional product of over \$205 billion that is exceeded at a national level by only 11 countries in the world.
- * Has a population of 12.2 million people and personal income of over \$140 billion.
- * Has personal per capital income 18% higher than the U.S. Average and 21% higher than the 5 southern counties average.
- * Has output per worker (in California) that is reported at 12% higher than the National Average.

La Habra is an integral part of Orange County, an area with among the highest incomes in the Nation, with one of the lowest unemployment rates in the Nation even during a major national economic downturn, and historically one of the fastest-growing economic areas in the Nation.

Income per household in La Habra historically approximates that of Orange County; per capita income in La Habra historically is about 17 % higher than the Nation and 3.5 % higher than the state.

Orange County will add over 740,000 new residents by the year 2000. The labor force within the county is expected to increase from 943,200 in 1980 to 1,414,600 by the year 2000. Over 65 % of the actual increase in growth will occur in central and north Orange County.

La Habra is located in proximity to the Orange (57), Pomona (60), Artesia/Riverside (91) and Santa Ana(1-5) freeways (10-12 minute driving time). Three major state highways serve the City and there is an expanding network of local highways and streets. Public transportation services and nearby facilities are being expanded and improved. Commercial air transportation is available at three locations ranging from 25 to 55 minutes in driving time from La Habra.

The City is almost completely developed with generally adequate public facilities and infrastructure. Substantial injections of monies have and are being made to improve and thereby assure adequacy of the community's infrastructure.

Municipal/Community service levels are high. The City is graded as Class 3 for Fire Insurance purposes. The crime rate is below county and area-wide averages and on a decreasing trend. There are within and adjacent to the City large medical facilities. Within a 20-mile radius there are over a dozen community and four-year colleges and/or universities.

The City has a rather wide range of housing styles and costs including a proportionate percentage of more reasonably priced housing.

Highway traffic is recognized as among the least congested in the county.

CONSTRAINTS SUMMARY

There are constraints that should be recognized and mitigated in order to maximize economic growth potential. Among the constraints are:

- * Availability of water in Southern California may be a major constraint throughout the area including La Habra.

A Mitigating measure that the City has undertaken and continues to increase its entitlement to water from the upper San Gabriel River Basin and to assure its delivery potential to La Habra and to provide water from ground water production by the increase of water storage capabilities.

- * Area-wide air pollution and increasing energy costs (and availability) may become worse in the latter part of this century and thereby adversely affect La Habra as well as other areas. Home-to-work proximity is now becoming a recognized major determinant both in location of new employment centers and desirability of home location.

As a mitigating measure, La Habra can encourage increased employment opportunities within and adjacent to the City and thereby potentially reduce the use of transportation energy and costs; and increase the community's desirability as a residential area.

- * Per capita taxable sales transactions in La Habra are lower than for other cities in the county primarily because of the out flow of retail dollars to competing major regional shopping centers in nearby communities and the much lower number and taxable transactions of non-retail outlets.

The taxable sales leakage may be stemmed with an upgrading of retail operations, promotion of future and additional retail enterprises and encouragement of nonretail enterprises with taxable sales.

- * A major constraint is the unavailability of undeveloped land.

However, a large amount of land is either not utilized to its highest economic value or underutilized especially in the older commercial and industrial areas of the City along Imperial Highway.

- * A lack of direct freeway exposure and access within the City.

This lack reduces the desirability of the city for some but not all types of commercial and promotional retail as well as regional shopping centers.

- * Regional plans mandating land use and transportation controls can completely constrain the economic opportunities of the City by classification of the City within a "job rich" subregion, thereby restricting future development of employment generators.

The City will continue to review proposed regional plans and promote cooperative efforts with regional entities to assure the best economic interest of the City.

III. 1986 TAXABLE SALES

(From a memorandum to the City Council, August 4, 1987)

Revenue from taxable sales provides 36.6 % of the General Fund estimated revenues for 1987-88. This is a comparable percentage to prior years.

The economic health of the retail and other businesses which collect sales tax therefore becomes a most significant factor in the financial ability of the City of La Habra to provide necessary public services to the community. On the expenditure side, approximately 80 % of the General Fund expenditures are directly or indirectly related to providing Public Safety services, primarily Police, Fire, Paramedics and Traffic Safety.

The purpose of this memorandum is to provide information relative to taxable sales occurring within the City of La Habra and to advocate a posture that there is a very substantial potential for such sales to increase by approximately 36%.

COMPARISON TO OTHER ORANGE COUNTY CITIES

La Habra, with a population of 48,192 (January 1, 1986), ranks 13th in total population among the 26 cities in Orange County according to the Orange County Progress Report. La Habra's population therefore is approximately 2.25% of the total County population as of that date.

In terms of total taxable sales, La Habra ranked 15th among the 26 cities. The eleven cities with less total taxable sales in 1986 were: Los Alamitos, Laguna Beach, Stanton, San Juan Capistrano, Placentia, San Clemente, Cypress, Seal Beach, La Palma, Yorba Linda and Villa Park.

In terms of total taxable sales per capita, La Habra ranked 16th. The 10 cities with less per capita taxable sales in 1986 were: Stanton, San Juan Capistrano, Fountain Valley, Placentia, San Clemente, Cypress, Seal Beach, La Palma, Yorba Linda and Villa Park. The total taxable sales per capita for the entire County was \$9,937 compared to \$6,399 in La Habra (the total County amount includes an unallocated amount that will be distributed and therefore is not an exact comparison). Taxable sales in La Habra are therefore approximately 64.4% of the County-wide average.

Total taxable sales in the County increased 5.5% compared to an increase of 4.3% in the State and an increase of 4.2% in the City of La Habra. Fourteen cities had a higher percentage increase of total taxable sales in 1986 compared to 1985 than did La Habra.

On a per capita basis, the total County taxable sales increased 3.7% compared to an increase of 3.6% for the City of La Habra (State data is not available at this time). Fourteen cities had a higher percentage of increase in total per capita taxable sales.

ANALYSIS OF POTENTIAL INCREASE IN RETAIL TAXABLE SALES

The use of total taxable sales as it may relate to retail taxable sales can and often may lead to incorrect and/or misleading conclusions. For example, in La Habra approximately 83% of taxable sales is derived from retail outlets. In comparison, 64% of the County's total taxable sales and 65% of the State's taxable sales are obtained from retail outlets. The City of La Habra is therefore considerably more dependent upon retail operations than either the County or the State. La Habra's industrial base, while sizable, consists largely of distribution facilities to retail outlets, research, etc., none of which are producers of taxable sales/sales tax. Other cities may have non-retail (i.e. industrial concerns) that produce sizable taxable sales.

During 1985, the last year for which detailed information is available to this office, retail taxable sales data provided by the State indicates that total per capital retail taxable sales in La Habra is very comparable to those of the State as a whole. (\$5,119 in La Habra compared to \$5,155 for the State, a difference of 7%.) In Orange County, per capita retail sales were \$6,165 in 1985 or approximately 20.4% higher than in La Habra. To achieve the County average, taxable retail sales would need to increase in the magnitude of \$52 million annually.

La Habra enjoys a ~~higher than~~ County average per capita retail taxable sales in three categories: Food outlets, Drug stores and Home Furnishing outlets. Food outlets include both those outlets that do and do not sell packaged liquor with food, groceries, etc. Home furnishing stores include those selling furnishings, appliances and second-hand merchandise.

La Habra is possibly in a rather unique situation. First, there are approximately 1,600 persons residing within the community but outside the corporate boundaries (county unincorporated "islands"). Secondly, the City of La Habra Heights, with a population of approximately 5,360, is an immediate neighbor and does not have any retail outlets. Therefore, a closer analysis indicates that the "adjusted" per capita retail sales may be overstated by utilizing only the City's official population. Both of the areas mentioned are integral parts of the greater La Habra community. By adding the populations of these areas to the population of La Habra within the corporate boundaries, a greater La Habra population of approximately 55,150 can be reasonably utilized for analyzing potential taxable retail sales.

The income data for the City of La Habra and the surrounding area, whether on a family, household or per capita basis, and whether on a median or average basis, is comparable to or above the comparable data for Orange County as a whole and significantly above the Nation, the State and/or the County of Los Angeles. It should be noted that the County is considered as one of the wealthier areas of the nation and therefore income data comparable with it is considered to provide a very good market.

Income data for the County, the City and for rings of 2.5, 5.0 and 7.5 miles from several locations indicates that the areas within the 2.5 and 5.0 mile rings are generally comparable or greater than the comparable data for Orange County. Data for the 7.5 mile ring is only slightly lower than the same data for Orange County. This factor suggests a very good potential market not only from residents of La Habra but from the surrounding area.

A tabulation of the potential increases in taxable retail sales by major category or retail outlet is tabulated below. The projections are based upon the population of the greater La Habra area noted above and sales equal to the County of Orange average.

The tabulation below indicates that there is a minimum potential increase of \$112.3 million in additional taxable sales in La Habra if the City realizes the same per capita sales as Orange County. Applying the state-wide averages to the major categories and the greater La Habra population suggests that a minimum increase of \$52.7 million is potentially achievable. In both instances, those categories in which La Habra currently surpasses the average, the present La Habra data was utilized.

The average taxable sales in La Habra from Food outlets, for example, is higher than in either the State or County averages. On the surface, this may appear to suggest that additional food outlets are not necessary. It is our view that this is not a true assumption. The data may suggest that La Habra has "captured" a portion of the market outside La Habra and even beyond the greater La Habra area. It further suggests that if a portion of the market of nearby areas can be captured for food stores that a substantial portion of the market for other merchandise can also be captured. It also suggests that with the growth in the area, generally outside La Habra, and the newly available areas open to La Habra retailing, added Food and other outlets can be viable.

Type of Outlet	Per Capita Increase	Per Capita Amount	Increase Retail Taxable Sales
Apparel	\$164	\$300	\$9,600,000
Gen. Merchandise	367	885	21,400,000
Package Liquor	28	76	1,640,000
Eating/Drinking Pl.	200	809	11,700,000
Bldg. Materials	66	436	3,900,000
Auto Dealers	228	1,315	13,400,000
Service Stations	131	522	7,700,000
Other Retail	735	1,055	43,000,000
Total			\$112,300,000

In addition, the planned Chevron-Lyons residential development of 829 homes, primarily within the City of La Mirada, is projected to provide an additional \$12,878 per household annually in retail sales, a total of \$10,675,000. La Habra is projected to receive 50% of the retail sales from this new residential according to the developer's economic consultant. Furthermore, with the opening of Idaho-Gilbert Street, the Fullerton Sunny Hills area, including new residential developments, they are within very close proximity to the LaHabra retailing areas and should add to the retail sales of this community. It is our understanding that an older commercial center in an adjacent community may close or be substantially curtailed which could further add to the City's retail potential.

The City's history of growth in taxable sales has been very good to date. There has been only one year during the past 17 years during which growth did not occur. Business outlets with sales tax permits have increased from 627 at the beginning of 1969 to 1,469 during the Third Quarter of 1986, an increase of 135%. From the beginning of 1980 to the Third Quarter of 1986, the increase in outlets with sales tax permits increased 22%. A fairly recent study suggested that there has been real growth (excluding growth in volume from both inflation and population changes) of over 1% annually. There has also been during the same time frame, a large expansion of competitive shopping centers which has without a doubt caused some dislocation and/or change in viability of outlets located within La Habra. As with all things, there will be changes; the changes can be of considerable advantage to this community.

In summary, the City's retail base approximates the State retail base as a whole but is below the County's retail base. Considering the adjacent areas, the retail operations within the City have a great potential for expansion. This expansion is even greater when considering other new developments and areas that have become available for expansion purposes.

A goal of an additional \$100,000,000 in taxable sales within the foreseeable future appears to be an achievable reality under appropriate and proper economic and planning criteria and encouragement.

IV. FIVE YEAR GENERAL FUND PROJECTION

(From a memorandum to the City Council, August 4, 1987)

The 1987-88 Budget has been adopted and is balanced based upon the best information available as to projected revenues and expenditures. As indicated in the 1987-88 Budget Message, while the current Budget is balanced, the trend for future balanced budgets with present revenue sources and levels of services is not favorable.

The purpose of this memorandum is to outline a base five year projection including the major assumptions used for these projections. The second purpose of this memorandum is to outline in very general terms possibilities and policies that may alter the base line projections.

ASSUMPTIONS

1. The economy will continue at the present levels without a recession and/or slow down of any magnitude/significance.
2. The inflation rate assumed is 4.9% annually. The assumption compares to an actual increase of 4.9% for the Consumer Price Index (All Urban Wage Earners) for the Los Angeles-Long Beach-Anaheim SMSA for April, 1987 as compared to the prior April.
3. Population growth of the City will be minimal, increasing from the State estimated 48,489 on January 1, 1987 to 48,900 on January 1, 1992. This is an increase of only .8% in a five year period.
4. The community is 99.5% developed; therefore, it is estimated that after this fiscal year, new construction will approximate only \$15 million annually.
5. There will not be any major redevelopment providing either added sales or property tax base.

APPROPRIATION LIMITS

The adopted Appropriation Limit for proceeds of taxes for 1987-88 is \$11,968,689. Base upon an inflation rate of 3.8% and the population growth noted, the Appropriation limit is estimated as follows:

Year		Limit	Change	% Change
1987-88	Adopted	\$11,968,682	389,075	3.36%
1988-89	Projected	12,464,742	496,060	4.14%
1989-90	Projected	12,964,997	500,255	4.01%
1990-91	Projected	13,478,371	513,374	3.96%
1991-92	Projected	14,004,871	526,505	3.91%
1992-93	Projected	14,544,498	539,621	3.85%

The requirements relative to the computation include the annual change in population and lower of either the percentage change between March preceding the beginning of the fiscal year and the prior March for the All Urban Consumer Price Index for the United States or the United States per capita income change from the fourth quarter of the year prior to the fiscal year as compared to the same prior period. Please note that the Appropriation requirements are for National Data rather than local data. The All Urban Wage Earner Consumer Price Index for April, 1987 as compared to the prior April increased 4.9% for the Los Angeles-Long Beach-Anaheim SMSA compared to an increase of 3.8% for all U.S. Cities.

REVENUES

General Fund revenues, in total, are anticipated to increase slightly under 5% annually. The total estimated revenues are shown in the following tabulation:

Year	Amount	Change	% Change	% of Limit
1987-88	\$10,387,225			86.79%
1988-89	10,936,437	549,212	5.29%	87.74%
1989-90	11,475,585	539,148	4.93%	88.51%
1990-91	12,028,779	553,193	4.82%	89.25%
1991-92	12,624,906	596,128	4.96%	90.15%
1992-93	13,250,814	625,908	4.96%	91.11%

Property Taxes

Secured Property Taxes are increased annually by the 2% inflation factor permitted by Article XIII A of the State Constitution, plus increased taxes from \$15 million in new construction, plus an increase of 3% from new assessments resulting from property transfers. (1988-89 utilizes \$25 million in new construction)

Unsecured Property Taxes are increased by the inflation rate.

Prior Year Tax receipts are estimated at 3.5% of the prior year secured property tax revenues (approximate rate of delinquency).

Penalties and Interest are estimated at 50% of prior year tax revenues.

Supplemental Tax roll receipts are increased 2% annually with the base adjusted for actual receipts in 1986-87.

Sales Taxes

Based upon the assumption of no additional major sales tax developments, the projected revenue is increased equal with the rate of inflation.

This method of estimating does not take into consideration possible declines in major/large ticket items such as autos. The economy can remain relatively stable with certain types of purchases influenced by such factors as lowered interest rates, rebates, etc that can effect sales substantially and thereby influence sales tax (up or down).

Motor Vehicle In Lieu

This revenue, a subvention from the state, derived from auto license revenues, is distributed on the basis of population. The City's population is assumed to be relatively stable, increasing .8% in five years. The per capita amount is increased annually at the rate of inflation plus 1%. The sales of new autos has a very substantial impact upon the amount of revenue to be distributed.

Business Licenses

The projected revenue from Business Licenses is anticipated to decline next year because of preliminary interpretation of the effect of the adoption of Proposition 62. Thereafter, the revenue is increased 1% annually in view of the assumption of no new commercial centers, etc.

All Other Revenues

Over the five year period, the aggregate of all other revenues is expected to increase a total of approximately \$76,645, less than 1% annually. Within this category, franchise taxes are expected to increase at a rate approximately equal to inflation. However, investment earnings are not expected to increase as temporary cash balances are projected to remain reasonably consistent with past experience and interest rates are not anticipated to increase appreciably. The Supplemental Subvention from the State is programmed to expire. Trend lines indicate a declining revenue from State Cigarette Taxes, Homeowner Exemption Reimbursement and Trailer (Mobile Home) Licenses.

Please note that the estimated ratio of General Fund revenues in total to the appropriation limit increases almost 1% annually. The difference between projected revenues and the projected Appropriation Limit is shown in the following listing. From the projections, it appears that there is and will continue to be a sizable increase in revenues that could occur without exceeding the Limits.

1987-88	1,581,457
1988-89	1,528,305
1989-90	1,489,412
1990-91	1,449,593
1991-92	1,379,970
1992-93	1,293,684

EXPENDITURES

Personal Services

The projections for Personal Services (employee salaries, wages and benefits) are based on no increase in personnel financed by the General Fund.

Personal Services constitute about 71% of the total expenditures. Of this amount, approximately 67% is for Police and Fire personnel (or almost 50% of total expenditures for Police and Fire personnel costs).

Personal Services are projected to increase only slightly over the rate of inflation. This is considered to

be a very conservative (and perhaps understated) projection in view of long term nationwide historical trends in both the private and public sectors.

An additional cost included is the Federally mandated Medicare tax anticipated to be effective upon all personnel January 1, 1988. An estimated \$68,183 is projected for 1987-88, increasing to \$143,104 in 1988-89 with a full year of cost and increasing to \$178,764 in the final year of the projection, 1992-93.

Industrial Injury Insurance and Group Medical Insurance are projected to increase only slightly over the rate of inflation. Historically, both of these costs have increased substantially over the rate of inflation. Therefore, this aspect of the projections for Personnel Services is also very conservative and likely understated as to cost.

Non Personal Expense

This category is increased at the assumed inflation rate. Historically, this method of projection is an understatement of probable costs. Included within the projection is the probable inclusion of local government paying federal taxes on gasoline, etc.

Capital Outlay

Capital Outlay is the purchase of equipment for operations, i.e. replacement radar equipment, fire hose, etc. The projected allocations for the projected years is computed as an increase equal to inflation. Major changes in expenditure requirements are not included, i.e. the changes in emergency communications, etc.

Capital Projects

For a number of years, the General Fund has not provided financing of any substance for Capital Projects. The lack of inclusion of Capital Projects has been totally because of financial constraints and not on the basis of a lack of need or justification. The allocations for Capital Projects continues at the approximately the present level adjusted for inflation.

Special Projects

A small \$8,839 allocation is included in the 1987-88 budget; future allocations are included in the projections at the same level adjusted for inflation.

Contingency

Contingency allocations at less than 1.5% of net expenditures are included in the projections (\$160,000 in 1988-89 to \$193,741 in 1992-93).

Total Gross Expenditures

Based upon the above described projections of major categories, the total projected Gross General Fund Expenditures are shown in the following tabulation:

Fiscal Year	Personal Services	Non Personal Expense	Capital Outlay	All Other	Total
1987-88	9,472,707	3,519,436	91,228	168,375	13,251,746
1988-89	10,012,336	3,737,084	95,698	248,996	14,094,114
1989-90	10,584,856	3,967,572	100,387	261,197	14,914,012
1990-91	11,190,252	4,211,658	105,306	273,996	15,781,212
1991-92	11,830,415	4,470,146	110,466	287,421	16,698,448
1992-93	12,507,344	4,743,885	115,879	301,505	17,668,613

There are a great many expenditures that are very simply not included. For example, the Police emergency radio communication system throughout the County is overloaded. A replacement system County wide is estimated in the \$40-50 million dollar range with the La Habra portion being in the general magnitude of \$1,000,000. Even using borrowing capacity with a favorable interest rate and a term of 5-10 years, the financial requirements are substantial and absolutely necessary. There are more regulations almost on a daily basis relating to hazardous waste which will increase expense. The required seismic enforcement program will add to costs. The federal regulations relating to testing and providing for non-pollution of storm water runoff will likely be very expensive.

On a program basis, approximately 80% of expenditures are directly or indirectly supportive of Public Safety activities with Police, Fire and Paramedic services being by far the largest expenditure requirements.

DEDUCTION FROM GROSS EXPENDITURES

Deductions are made from Gross Expenditures by making transfers of expenses to other Funds. For example, an amount equal to revenues received from service fees and similar revenues is deducted. Likewise, a deduction of Allocated Costs is made to account for appropriate cost distribution of expenses allocated to other Funds and activities.

All deductions are increased at the rate of inflation. No new offsetting service fees are projected. On this basis, the projections are likely somewhat overstated. An overstatement of a deduction is the most liberal approach rather than a conservative approach.

An exception to the above statement relative to increases is a projected decrease in the amount of Traffic Safety monies available next fiscal year. The Traffic grant and similar non-reoccurring revenues are also deleted.

Fiscal Yr.	Deductions
1987-88	2,864,521
1988-89	2,871,897
1989-90	3,007,183
1990-91	3,148,870
1991-92	3,297,262
1992-93	3,452,678

NET EXPENDITURES

On the basis of the analyses included above for Gross Expenditures and the assumptions for deductions stated above, Net Expenditures are anticipated to increase between 6.08% and 6.24% annually. As indicated, there is an absence of funding available for known expenses, i.e. police emergency radio replacement. No personnel have been added although there is a demonstrated need for added maintenance personnel.

The projected Net Expenditures are shown in the following tabulations:

Fiscal Year	Net Expenditure	Annual Change	Percent Change	Over/ (Under) Revenues	Percent Approx. Limit
1987-88	10,387,225			0	86.79%
1988-89	11,222,217	834,992	8.04%	285,780	90.03%
1989-90	11,906,829	684,612	6.10%	431,243	91.84%
1990-91	12,632,342	725,513	6.09%	603,563	93.72%
1991-92	13,401,186	768,844	6.09%	776,280	95.69%
1992-93	14,215,935	814,749	6.08%	965,121	97.74%

There is a slight annual increase in the percentage use of the Appropriation Limit averaging about 2% annually. Again, it must be remembered that appropriations are held much lower than is desirable in terms of equipment and capital projects.

While the current year budget is balanced, and the projections indicate that the coming year budget may be balanced with severe undesirable restraints, the trend subsequently is one of unbalanced budgets with the trend becoming more pronounced.

To maintain the present level of service and flexibility (i.e. a small contingency allocation) the projections indicate that an additional \$300,000 is estimated to be required in 1988-89, increasing to an estimated \$965,000 in 1992-93. It must be clearly understood that these amounts appear to be minimums; these additions do not allow for substantial capital projects to be financed from the General Fund, or to allow for increased maintenance personnel, or for increased Public Safety personnel. It will be necessary to continue the examination of fees for services beyond the projected increases which would occur to keep pace with inflationary pressures.

ALTERNATIVES

The first alternative is to discourage or actively oppose additional commercial enterprises. A number of reasons can be advanced for this posture, i.e. traffic, competition with current businesses, non desirable outlets, etc. This alternative will, without a doubt, increase the difficulties which the City will experience in attempting to finance the present level of services and will not allow any expansion of basic and primary services.

The second alternative could be considered as the equivalent of the "no project" alternative of an Environmental Impact Report. This alternative would not entail an aggressive posture by the City to encourage additional commercial enterprises especially those of a "promotional nature". This alternative will most likely result in less commercial enterprises being added to the City's economy that might be obtained by an aggressive and cooperative posture. This alternative does not imply that no additional enterprises will occur as without doubt some will be added to the City. The likelihood is that fewer will be added and at a much slower pace. This posture also implies that the additions to the tax base are more likely to be smaller outlets and of smaller tax production. The result will be less financial resources available to the City and therefore a lessening of service levels.

The third basic alternative is for an aggressive posture of attracting additional commercial enterprises (and industrial concerns) especially those that are sales tax producers (although a balanced economy also requires service and professional enterprises). This posture can be minimally aggressive by an official policy of "welcome", Planning Commission and Council approvals, brochures, etc. This posture can be more aggressive by being willing to financially assist with projects that would not otherwise be economically sound and/or which are highly desirable. The latter posture recognizes that there is considerable competition for sales tax producers.

The Council has approved the last posture as its policy--that is an aggressive posture that can include financial incentives and innovation to attract desirable additions to the City's commercial tax base. To a large extent, this policy has not been tested within the financial context outlined herein. Examples of this type of commercial additions in the past have produced "split" decisions on necessary key items for proposed projects.

Alternatives available also include a reduction in expenditures. For example, the elimination of Capital Projects, Special Projects and Contingency allowances would bring the projections for 1988-89 to expenditures exceeding revenues of only \$37,234; the trend of larger deficits continues, however, with the projected deficit in year five, 1998-93 of \$663,617. Elimination of all Capital Outlay further reduces the deficit but not sufficient to achieve a balanced position.

The growth of the projected deficits are of such magnitude that a further elimination of such programs as those for Senior Citizens, Children's Museum, etc. does not achieve a balance between revenues and expenditures.

Another alternative available to achieve a balanced budget is the activation of a Landscape and Lighting Maintenance District. This is the use of a benefit assessment upon all property within the City for street lighting, parks, and median islands maintenance. The current budget for street lighting approximates \$302,000; the budget for park maintenance is \$548,760; the budget for street tree maintenance is \$229,599. All or most of these costs could be offset by such a benefit assessment district including the entire city. The total of all three expenditures noted is \$1,080,359.

COMMERCIAL DEVELOPMENTS

There are currently three possible larger commercial developments within the community that could occur within the next two or three years. The potential developers have indicated that they are not at the point of making even tentative plans public or offered for consideration and have specifically requested that their possible proposals not be discussed.

Within the context of this memorandum, this office believes that it can indicate the possible economic benefits without a violation of confidences. The benefits on a very preliminary estimated are shown in the tabulation below:

Project A	Project B	Project C	Totals
189,500 S.F.	128,200 S.F.	102,000 S.F.	419,700 S.F.

Revenue Projected in Thousands of Dollars

1988-89	155-214			155-214
1989-90	217-299	72-101	57-76	346-476
1990-91	227-314	101-141	80-107	408-562
1991-92	239-330	106-148	84-112	429-590
1992-93	251-347	111-156	88-118	450-621

The above estimates may be substantially modified for example should one or more very promotional minded operations located within the developments.

There are two other possibilities for major rehabilitation and/or redevelopment of commercial developments. There has been substantial interest particularly in one area. Either project could add another \$100,000 to \$50,000 to the estimates shown above.

Also not included in any of the estimates noted above is Fashion Square Shopping Center. A center emphasizing the promotional type outlet could readily add upwards of \$500,000 annually in sales tax to the City's revenues.

CONCLUSION

Should all the above indicated commercial developments actually occur, it would appear that the City would approximate its limit of proceeds of taxes. It would also appear that it would not be necessary to enact such revenue items as benefit assessment districts within the next five years (or more). It would further appear that the revenues produced would be sufficient to maintain service levels at approximately those rendered now without substantial changes.

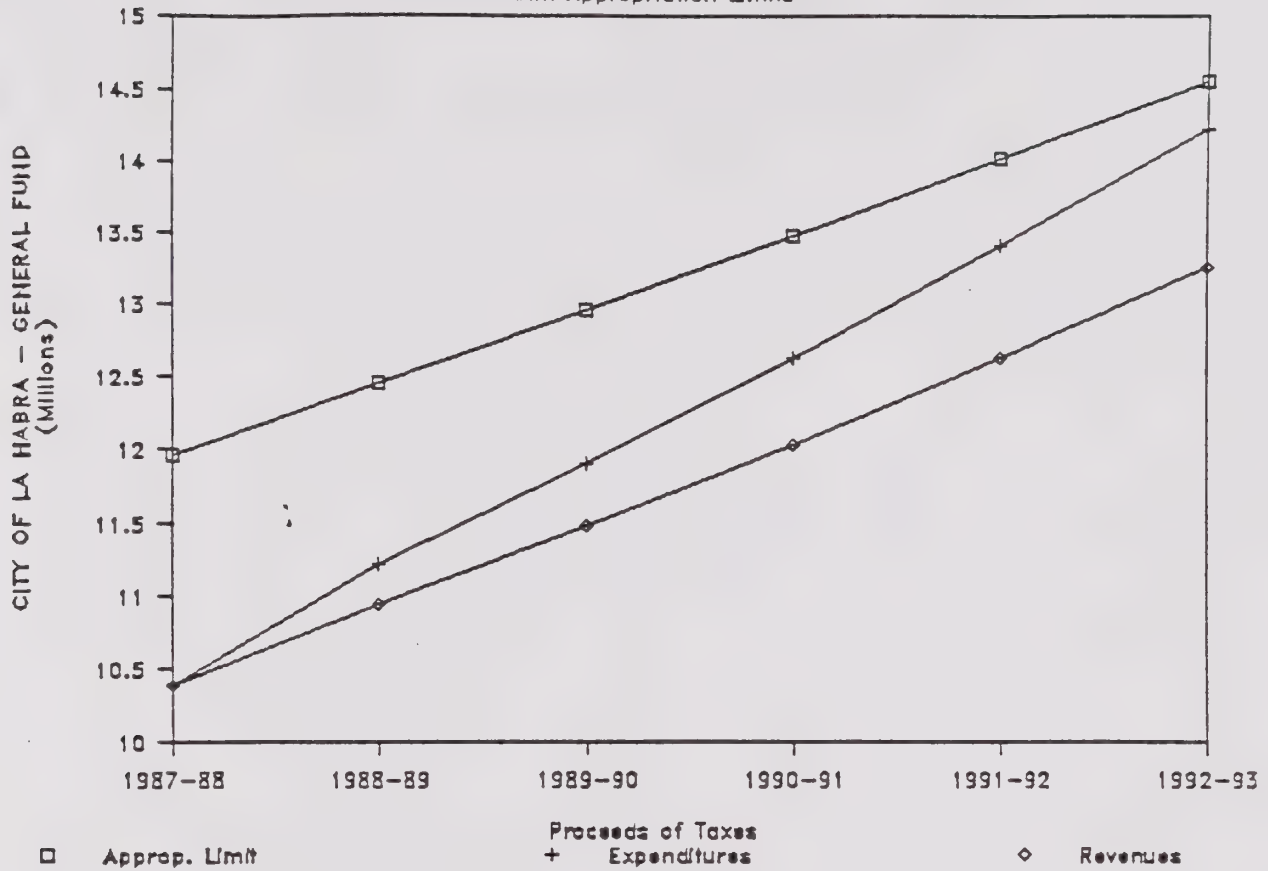
The addition of the commercial centers noted would not appear to be sufficient to expand Capital Projects by any significant margin. A number of capital needs would remain to be financed by other means than through the General Fund.

Without the expansion of the commercial base along the lines described above, within the very near future, the City will find itself in a position of having to reduce service levels with such reductions including services rendered in the public safety category.

APPENDIX A

PROJECTED REVENUE & EXPENDITURES

with Appropriation Limits



PROJECTED REVENUE & EXPENDITURES

with Appropriation Limits

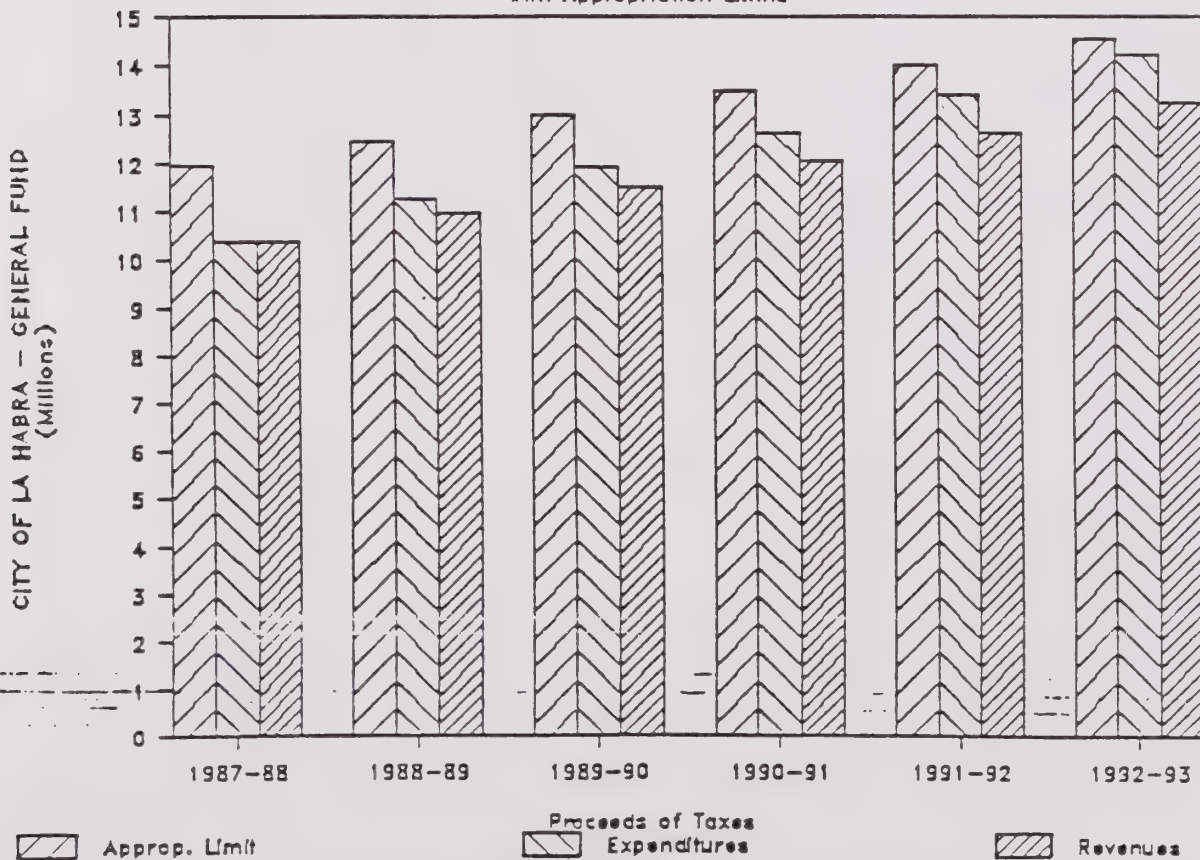


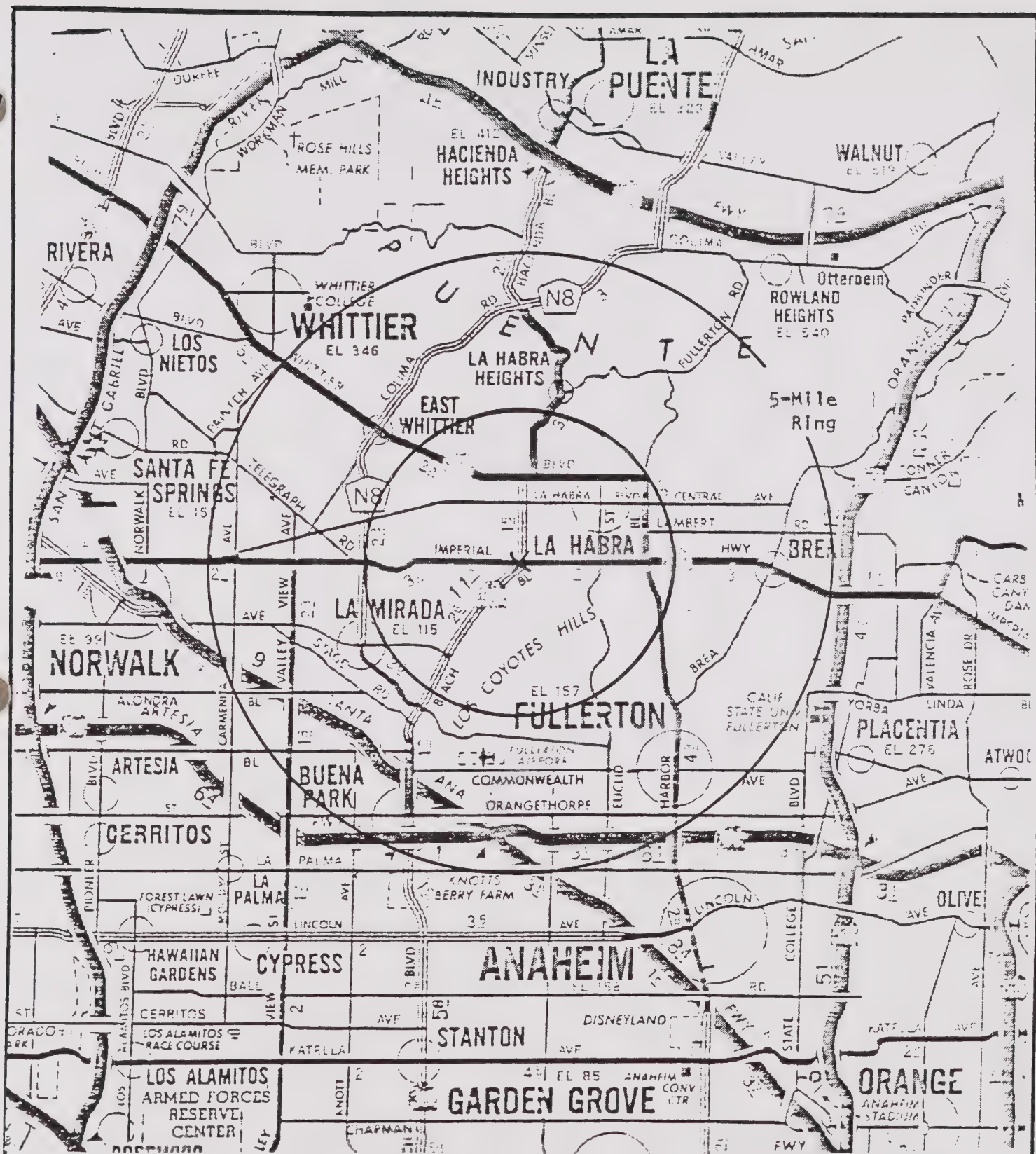
Table A1a
POPULATION GROWTH PROJECTIONS 1970-2000
PREPARED BY THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG)
(SCAG-82 MODIFIED FORECAST, ADOPTED FEBRUARY 1985)

1123SCAG

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Regional Statistical Area	Population Counts				Avg Annual Incr			% 10-Yr Incr		
	1970	1980	1984	2000	1970-80	1980-84	1984-00	1970-80	1980-84	1984-00
6 SUB-REGIONS										
→ 36 Fullerton	145,000	169,000	178,000	195,000	7,500	8,750	2,500	17.0	6.8	7.3
22 Norwalk/Whittier	593,000	615,000	639,000	649,000	2,200	6,000	625	3.7	3.9	1.6
26 East San Gabriel Valley	441,000	516,000	551,000	591,000	7,500	8,750	2,500	17.0	6.8	7.3
35 Buena Park	139,000	156,000	159,000	163,000	1,700	750	250	12.2	1.9	2.5
37 Anaheim	315,000	339,000	356,000	378,000	2,400	4,250	1,375	7.6	5.0	6.2
41 Santa Ana Canyon	52,000	117,000	129,000	210,000	6,500	3,000	5,063	125.0	10.3	62.8
Total	947,000	1,128,000	1,195,000	1,342,000	27,800	31,500	12,313	19.1	5.9	12.3
5-COUNTY REGION										
Los Angeles County	7,837,600	7,478,400	7,862,700	8,524,000	44,880	96,075	41,331	6.3	5.1	8.4
→ Orange County	1,428,600	1,933,000	2,066,400	2,602,000	51,240	33,350	33,475	36.1	6.9	25.9
Ventura County	378,600	528,500	580,000	800,800	14,990	12,875	13,800	39.6	9.7	38.1
San Bernardino County	681,600	894,000	1,014,500	1,536,300	21,240	30,125	32,613	31.2	13.5	51.4
Riverside County	459,400	663,000	757,500	1,201,500	20,360	23,625	27,750	44.3	14.1	58.6
Total	9,977,800	11,496,900	12,281,100	14,664,600	151,910	196,050	148,969	15.2	6.8	19.4
% to 5-County Region										
→ 36 Fullerton	4.42	4.49	4.49	4.03	4.94	4.46	1.68			
22 Norwalk/Whittier	5.94	5.35	5.20	4.43	1.45	3.06	0.42			
26 East San Gabriel Valley	4.42	4.49	4.49	4.03	4.94	4.46	1.68			
35 Buena Park	1.39	1.36	1.29	1.11	1.12	0.38	0.17			
37 Anaheim	3.16	2.95	2.90	2.58	1.58	2.17	0.92			
41 Santa Ana Canyon	0.52	1.02	1.05	1.43	4.28	1.53	3.40			
Total	9.49	9.81	9.73	9.15	18.30	16.07	8.27			
% to 6 Sub-Regions										
→ 36 Fullerton	46.57	45.74	46.11	44.04	26.98	27.78	20.30			
22 Norwalk/Whittier	62.62	54.52	53.47	48.36	7.91	19.05	5.00			
26 East San Gabriel Valley	46.57	45.74	46.11	44.04	26.98	27.78	20.30			
35 Buena Park	14.68	13.83	13.31	12.15	6.12	2.38	2.03			
37 Anaheim	32.26	30.05	29.79	28.17	8.63	13.49	11.17			
41 Santa Ana Canyon	5.49	10.37	10.79	15.65	23.38	9.52	41.12			
Total	100.00	100.00	100.00	100.00	100.00	100.00	100.00			



Source: Auto Club of So. California (Map) and Natelson - Levander - Whitney



FIGURE 1
MARKET AREA: 2.5 AND 5.0 MILE RINGS

Table 1
POPULATION ESTIMATES

	Average Annual Income						
	1970	1980	1987 ^(a)	1997 ^(b)	1970-80	1980-87	1987-97
City of La Habra	41,844	45,232	49,000	(c)	339	538	(c)
2 1/2-Mile Ring	86,834	96,349	110,000	130,000	952	1,950	2,000
5-Mile Ring	317,582	341,632	383,000	448,000	2,405	5,910	6,500
Orange County	1,420,384	1,932,709	2,196,000	2,526,000	51,233	37,233	33,000
5-County Region	9,972,032	11,497,568	13,100,000	14,500,000	152,554	228,919	140,000
% To 5-County Region							
City of La Habra	0.42	0.39	0.37	(c)	0.22	0.24	(c)
2 1/2-Mile	0.87	0.84	0.84	0.90	0.62	0.85	1.43
5-Mile	3.18	2.97	2.92	3.09	1.58	2.58	4.64
Orange County	14.24	16.81	16.76	17.42	33.58	16.26	23.57

- (a) Estimated
(b) Projected
(c) Not projected at this level

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1123SCAG
06/17/87
SL98

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37 Anaheim	3.16	2.95	2.90	2.58	1.58	2.17	0.92			
41 Santa Ana Canyon	0.52	1.02	1.05	1.43	4.28	1.53	3.40			
Total	9.49	9.81	9.73	9.15	18.30	16.07	8.27			
% to 6 Sub-Regions										
→ 36 Fullerton	46.57	45.74	46.11	44.04	26.98	27.78	20.30			
22 Norwalk/Whittier	62.62	54.52	53.47	48.36	7.91	19.05	5.00			
26 East San Gabriel Valley	46.57	45.74	46.11	44.04	26.98	27.78	20.30			
35 Buena Park	14.68	13.83	13.31	12.15	6.12	2.38	2.03			
37 Anaheim	33.26	30.05	29.79	28.17	8.63	13.49	11.17			
41 Santa Ana Canyon	5.49	10.37	10.79	15.65	23.38	9.52	41.12			
Total	100.00	100.00	100.00	100.00	100.00	100.00	100.00			

Table A1b

HOUSING GROWTH PROJECTIONS 1970-2000

PREPARED BY THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG)

(SCAG-82 MODIFIED FORECAST, ADOPTED FEBRUARY 1985)

1123SCAG
06/17/87
SL90

Regional Statistical Area	Housing Units				Avg Annual Incr			% 10-Yr Incr		
	1970	1980	1984	2000	1970-80	1980-84	1984-00	1970-80	1980-84	1984-00
6 SUB-REGIONS										
→ 36 Fullerton	46,000	65,000	68,000	77,000	1,900	750	563	41.3	4.6	13.2
22 Norwalk/Whittier	181,000	289,000	213,000	238,000	2,800	1,000	1,063	15.5	1.9	8.0
26 East San Gabriel Valley	121,000	162,000	171,000	192,000	4,100	2,250	1,313	33.9	5.6	12.3
35 Buena Park	39,000	52,000	53,000	58,000	1,300	250	313	33.3	1.9	9.4
37 Anaheim	98,000	125,000	128,000	142,000	2,700	750	875	27.6	2.4	10.9
41 Santa Ana Canyon	15,000	39,000	43,000	75,000	2,400	1,000	2,000	160.0	10.3	74.4
Total	580,000	652,000	676,000	774,000	15,200	6,000	6,125	38.4	3.7	14.5
5-COUNTY REGION										
Los Angeles County	2,538,000	2,857,100	2,923,500	3,329,900	31,910	16,625	25,394	12.6	2.3	13.9
→ Orange County	462,000	721,000	762,100	1,017,000	25,820	9,775	16,056	55.8	5.4	33.8
Ventura County	111,900	183,500	196,600	303,600	7,160	3,275	6,688	64.0	7.1	54.4
San Bernardino County	251,000	378,100	408,600	653,800	11,830	9,625	15,325	47.0	10.1	62.0
Riverside County	172,600	294,800	326,000	541,900	12,220	7,800	13,494	70.8	10.6	62.0
Total	3,537,100	4,426,500	4,614,900	5,846,200	88,940	47,100	76,956	25.1	4.3	26.7
% to 5-County Region										
→ 36 Fullerton	1.30	1.47	1.47	1.32	2.14	1.59	0.73	←		
22 Norwalk/Whittier	5.12	4.72	4.62	3.93	3.15	2.12	1.38			
26 East San Gabriel Valley	3.42	3.66	3.71	3.28	4.61	4.78	1.71			
35 Buena Park	1.10	1.17	1.15	0.99	1.46	0.53	0.41			
37 Anaheim	2.77	2.82	2.77	2.43	3.04	1.59	1.14			
41 Santa Ana Canyon	0.42	0.88	0.93	1.28	2.70	2.12	2.60			
Total	14.14	14.73	14.65	13.24	17.09	12.74	7.96			
% to 6 Sub-Regions										
→ 36 Fullerton	9.20	9.97	10.06	9.95	12.50	12.50	9.18	←		
22 Norwalk/Whittier	36.20	32.06	31.51	29.72	18.42	16.67	17.35			
26 East San Gabriel Valley	24.20	24.85	25.30	24.81	26.97	37.50	21.43			
35 Buena Park	7.60	7.98	7.84	7.49	8.55	4.17	5.10			
37 Anaheim	19.60	19.17	18.93	18.35	17.76	12.50	14.29			
41 Santa Ana Canyon	3.00	5.98	6.36	9.69	15.79	16.67	32.65			
Total	100.00	100.00	100.00	100.00	100.00	100.00	100.00			

Table A1c
 EMPLOYMENT GROWTH PROJECTIONS 1970-2000
 PREPARED BY THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG)
 (SCAG-82 MODIFIED FORECAST, ADOPTED FEBRUARY 1985)

1123SCAG
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Regional Statistical Area	Employment Counts				Avg Annual Incr			% Incr		
	1970	1980	1984	2000	1970-80	1980-84	1984-00	1970-80	1980-84	1984-00
6 SUB-REGIONS										
→ 36 Fullerton	N/A	100,600	183,900	121,600	N/A	825	1,106	N/A	3.3	17.0 ←
22 Norwalk/Whittier		261,100	261,700	306,100		150	2,775		0.2	17.0
26 East San Gabriel Valley		165,400	165,400	209,400		0	2,750		0.0	26.6
35 Buena Park		55,200	62,400	80,200		1,800	1,113		13.0	28.5
37 Anaheim		146,000	165,300	199,000		4,825	2,106		13.2	20.4
41 Santa Ana Canyon		54,900	62,400	85,900		1,875	1,469		13.7	37.7
Total		783,200	821,100	1,002,200		9,475	11,319		4.8	22.1
5-COUNTY REGION										
Los Angeles County	N/A	3,940,200	3,979,700	4,747,800	N/A	9,875	48,006	N/A	1.0	19.3
→ Orange County		915,400	1,039,600	1,431,400		31,050	24,488		13.6	37.7 ←
Ventura County		183,600	200,300	327,300		4,175	7,938		9.1	63.4
San Bernardino County		284,600	297,100	594,200		3,125	18,569		4.4	100.0
Riverside County		214,600	223,700	481,800		2,275	16,131		4.2	115.4
Total		5,538,400	5,740,400	7,582,500		50,500	115,131		3.6	32.1
% to 5-County Region										
→ 36 Fullerton	N/A	1.82	1.81	1.60	N/A	1.63	0.96 ←			
22 Norwalk/Whittier		4.71	4.56	4.04		0.30	2.41			
26 East San Gabriel Valley		2.99	2.88	2.76		0.00	2.39			
35 Buena Park		1.00	1.09	1.06		3.56	0.97			
37 Anaheim		2.64	2.88	2.62		9.55	1.83			
41 Santa Ana Canyon		0.99	1.09	1.13		3.71	1.28			
Total	N/A	14.14	14.30	13.22	N/A	18.76	9.83			
% to 6 Sub-Regions										
→ 36 Fullerton	N/A	12.84	12.65	12.13	N/A	8.71	9.77 ←			
22 Norwalk/Whittier		33.34	31.87	30.54		1.58	24.52			
26 East San Gabriel Valley		21.12	20.14	20.89		0.00	24.30			
35 Buena Park		7.05	7.60	8.00		19.00	9.83			
37 Anaheim		18.64	20.13	19.86		50.92	18.61			
41 Santa Ana Canyon		7.01	7.60	8.57		19.79	12.98			
Total		100.00	100.00	100.00		100.00	100.00			

Table A1d

RATIO ANALYSIS OF POPULATION, HOUSING & EMPLOYMENT GROWTH PROJECTIONS 1970-2000
 PREPARED BY THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG)
 (SCAG-82 MODIFIED FORECAST, ADOPTED FEBRUARY 1985)

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— Avg Annual Incr —

Regional Statistical Area	1970	1980	1984	2000	1970-80	1980-84	1984-00
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POPULATION PER HOUSING UNIT (#)

6 Sub-Regions

→ 36 Fullerton	9.587	7.938	8.183	7.675	3.947	11.667	4.444 ←
22 Norwalk/Whittier	3.276	2.943	3.000	2.822	0.786	6.000	0.588
26 East San Gabriel Valley	3.645	3.185	3.222	3.078	1.829	3.889	1.905
35 Buena Park	3.564	3.000	3.000	2.810	1.388	3.000	0.800
37 Anaheim	3.214	2.712	2.781	2.662	0.889	5.667	1.571
41 Santa Ana Canyon	3.467	3.000	3.000	2.800	2.788	3.000	2.531
Total	1.894	1.730	1.768	1.734	1.829	5.250	2.010
Los Angeles County	2.773	2.617	2.689	2.560	1.381	5.779	1.628
5-County Region	2.821	2.597	2.661	2.508	1.708	4.162	1.936

EMPLOYMENT PER CAPITA (%)

6 Sub-Regions

→ 36 Fullerton	N/A	19.5	18.9	20.6	N/A	9.4	44.3 ←
22 Norwalk/Whittier		42.5	41.0	47.2		2.5	44.0
26 East San Gabriel Valley		32.1	30.0	35.4		0.0	110.0
35 Buena Park		35.4	39.2	49.2		248.0	445.0
37 Anaheim		43.1	46.4	52.6		113.5	153.2
41 Santa Ana Canyon		46.9	48.4	48.9		62.5	29.0
Total		69.4	68.7	74.7		38.1	91.9
Los Angeles County		52.7	50.6	55.7		10.3	116.2
5-County Region		48.2	46.7	51.7		25.8	77.3

EMPLOYMENT PER HOUSING UNIT (#)

6 Sub-Regions

→ 36 Fullerton	N/A	1.548	1.528	1.579	N/A	1.100	1.967 ←
22 Norwalk/Whittier		1.249	1.229	1.331		0.150	2.612
26 East San Gabriel Valley		1.821	0.967	1.091		0.000	2.095
35 Buena Park		1.062	1.177	1.383		7.200	3.560
37 Anaheim		1.168	1.291	1.401		6.433	2.487
41 Santa Ana Canyon		1.488	1.451	1.145		1.875	0.734
Total		1.201	1.215	1.295		1.579	1.848
Los Angeles County		1.379	1.361	1.426		0.594	1.890
5-County Region		1.251	1.244	1.297		1.072	1.496

Table A1c

REGIONAL SHARE ANALYSIS OF POPULATION, HOUSING & EMPLOYMENT GROWTH PROJECTIONS 1970-2000
 PREPARED BY THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG)
 (SCAG-82 MODIFIED FORECAST, ADOPTED FEBRUARY 1985)

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Regional Statistical Area	— Avg Annual Incr —						
	1970	1980	1984	2000	1970-80	1980-84	1984-00
% EMPLOYMENT SHARE TO POPULATION SHARE							
6 Sub-Regions							
→ 36 Fullerton	N/A	48.5	48.3	39.8	N/A	36.6	57.3 ←
22 Norwalk/Whittier		88.1	87.6	91.2		9.7	574.5
26 East San Gabriel Valley		66.5	64.2	68.5		0.0	142.3
35 Buena Park		73.5	84.0	95.2		931.7	575.8
37 Anaheim		89.4	99.3	101.8		440.7	198.2
41 Santa Ana Canyon		97.4	103.5	79.1		242.6	37.5
Total		144.1	147.0	144.4		116.8	118.9
5-County Region		100.0	100.0	100.0		100.0	100.0

% HOUSING SHARE TO POPULATION SHARE

6 Sub-Regions							
→ 36 Fullerton	29.4	32.7	32.8	32.7	43.3	35.7	43.6 ←
22 Norwalk/Whittier	86.1	88.3	88.7	88.9	N/A	69.4	329.1
26 East San Gabriel Valley	77.4	81.5	82.6	81.5	93.4	107.0	101.6
35 Buena Park	79.1	86.6	88.7	89.3	130.6	138.7	242.0
37 Anaheim	87.8	95.8	95.7	94.2	192.2	73.5	123.2
41 Santa Ana Canyon	81.4	86.6	88.7	89.6	63.1	138.7	76.5
Total	148.9	158.1	158.5	144.7	93.4	79.3	96.3
5-County Region							

Table A2a
POPULATION AND HOUSEHOLD GROWTH
-LOCAL AND REGIONAL COMPARISONS-

1123JDS
08/20/87
SL90



	—Beach @ Imperial—		City of La Habra	Orange County	Los Angeles 5-County Region		
	2.5-Mile Ring	5-Mile Ring					
							
POPULATION							
1970	86,834	317,582	41,844	1,428,384	9,972,032		
1980	96,349	341,632	45,232	1,932,709	11,497,568		
1986 (Est.)	188,759	376,887	49,793	2,163,739	12,971,450		
% Increase 1970-1980	10.96	7.57	8.10	36.07	15.30		
% Increase 1980-1986	12.88	10.32	10.88	11.95	12.82		
Avg Ann Incr 1970-1980	952	2,405	339	51,233	152,554		
Avg Ann Incr 1980-1986	2,068	5,876	760	38,505	245,647		
HOUSEHOLDS							
1970	24,751	91,900	12,601	436,120	3,337,090		
1980	33,279	115,490	16,225	686,267	4,141,097		
1986 (Est.)	39,015	133,019	18,435	797,814	4,856,059		
% Increase 1970-1980	34.46	25.67	28.76	57.36	24.09		
% Increase 1980-1986	17.24	15.18	13.62	16.25	17.27		
Avg Ann Incr 1970-1980	853	2,359	362	25,015	80,401		
Avg Ann Incr 1980-1986	1,208	3,690	465	23,484	150,518		
POPULATION PER HOUSEHOLD							
1970	3.51	3.46	3.32	3.26	2.99		
1980	2.90	2.96	2.79	2.82	2.78		
1986 (Est.)	2.79	2.83	2.70	2.71	2.67		
On Increase 1970-1980	1.12	1.02	0.93	2.05	1.90		
On Increase 1980-1986	1.71	1.59	1.63	1.64	1.63		
							
POPULATION PER SQUARE MILE: 1986							
# Square Miles	19.64	78.54					
Population Per Sq Mi	5,539	4,799					
				7,000 to 8,000			
				(Prototypical			

Table A2b
RESIDENT INCOMES—1986

1123LDS
08/20/87
SL90



	—Beach @ Imperial— 2.5-Mile Ring	5-Mile Ring	City of La Habra 	Orange County	Los Angeles 5-County Region
# FAMILIES	29,988	101,105	13,458	557,187	3,275,925
FAMILY INCOME DISTRIBUTION (%)					
Under \$10,000	6.0	6.9	7.8	7.4	12.1
\$10,000 - \$19,999	11.4	13.5	14.5	14.2	19.1
\$20,000 - \$29,999	15.6	17.9	18.1	17.0	19.5
\$30,000 - \$39,999	17.3	18.1	18.1	17.4	15.6
\$40,000 - \$49,999	16.5	15.6	14.9	15.1	12.3
\$50,000 - \$74,999	22.5	19.0	18.0	19.3	14.1
\$75,000 & Over	10.7	9.0	8.6	9.6	7.3
Total	100.0	100.0	100.0	100.0	100.0
MEDIAN FAMILY INCOME (\$)	39,840	36,422	35,225	36,600	29,668
AVERAGE FAMILY INCOME (\$)	46,194	42,629	42,588	43,065	36,366
PER CAPITA INCOME (\$)	14,716	13,449	13,644	14,132	12,026
% TO 5-COUNTY REGION					
Median Family Income	134.3	122.8	118.7	123.4	100.0
Average Family Income	127.0	117.2	117.1	118.4	100.0
Per Capita Income	122.4	111.8	113.5	117.5	100.0
Under \$20,000 Income	55.8	65.4	71.5	69.2	100.0
\$50,000-Plus Income	155.1	130.8	124.3	135.0	100.0
\$75,000-Plus Income	146.6	123.3	117.0	131.5	100.0
					

Table A3
POPULATION & HOUSING GROWTH
REGIONAL & SUB-REGIONAL ANALYSIS
—INCORPORATED CITIES ONLY IN SUB-REGIONS—

1123SDF1
06/17/87
SL90

							Annual Increase.....					5-Year
							1981-82	1982-83	1983-84	1984-85	1985-86	Average
POPULATION												
Eight-City Area												
→ La Habra	46,831	46,526	47,172	47,546	47,412	48,192 ←	→ 495	646	374	(134)	788	432 ←
Anaheim	222,324	227,006	229,488	232,687	234,700	237,506	4,682	2,482	3,199	2,013	2,806	3,036
Brea	38,106	31,155	31,452	31,828	32,071	32,800	1,049	297	376	243	729	539
Buena Park	64,231	63,984	64,678	65,078	64,812	65,699	(247)	694	400	(266)	887	294
Fullerton	102,976	104,411	105,659	107,325	107,651	109,319	1,435	1,248	1,666	326	1,668	1,269
La Habra Hts	4,831	4,901	4,963	5,013	5,053	5,178	70	62	50	40	125	69
La Mirada	48,657	48,709	48,870	41,007	41,170	41,998	52	161	137	163	828	268
Whittier	68,380	68,985	69,639	70,221	70,465	71,944	605	654	582	244	1,479	713
Total	579,536	587,677	593,921	600,705	603,334	612,636	8,141	6,244	6,784	2,629	9,382	6,620
Five-County Region												
Los Angeles County	7,532,245	7,637,330	7,761,559	7,861,344	7,952,682	8,155,300	105,085	124,229	99,785	91,338	282,618	124,611
→ Orange County	1,966,625	2,005,981	2,037,120	2,063,934	2,088,350	2,145,700	39,356	31,139	26,814	24,416	57,350	35,815 ←
San Bernardino County	919,106	953,183	984,692	1,016,996	1,053,771	1,110,500	34,077	31,509	32,304	36,775	56,729	38,279
Riverside County	688,343	704,412	729,754	760,533	794,774	838,500	24,069	25,342	30,779	34,241	43,726	31,631
Ventura County	538,382	552,079	566,262	578,903	589,499	606,100	13,777	14,183	12,641	10,596	16,601	13,560
TOTAL 5-COUNTY	11,636,621	11,852,985	12,079,387	12,281,710	12,479,076	12,856,100	216,364	226,482	202,323	197,366	377,024	243,896

Table A3 (Continued.....page 2)
 POPULATION & HOUSING GROWTH
 REGIONAL & SUB-REGIONAL ANALYSIS
 --INCORPORATED CITIES ONLY IN SUB-REGIONS--

1123SDF1
 06/17/87
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							Annual Increase.....					5-Year
							1981-82	1982-83	1983-84	1984-85	1985-86	Average
MULTIPLE-FAMILY HOUSING UNITS												
Eight-City Area												
→ La Habra	6,473	6,583	6,615	6,663	6,876	6,947	110	32	48	213	71	95 ←
Anaheim	37,371	37,641	37,400	38,088	38,659	39,178	270	(241)	688	571	519	361
Brea	3,356	3,356	3,356	3,356	3,374	3,496	0	0	0	18	122	28
Buena Park	7,207	7,214	7,317	7,346	7,428	7,656	7	103	29	82	228	90
Fullerton	15,556	15,679	15,716	15,714	15,964	16,105	123	37	(2)	250	141	110
La Habra Hts	74	74	74	74	74	74	0	0	0	0	0	0
La Mirada	1,809	1,895	1,913	1,913	1,983	1,987	86	18	0	70	4	36
Whittier	7,936	7,972	7,985	7,995	8,095	8,192	36	13	10	100	97	51
Total	79,782	80,414	80,376	81,149	82,453	83,635	632	(38)	773	1,304	1,182	771
Five-County Region												
Los Angeles County	1,220,126	1,232,797	1,242,935	1,252,489	1,264,528	1,286,783	12,671	10,138	9,554	12,039	22,255	13,331
→ Orange County	253,416	256,724	259,288	263,358	270,342	277,516	3,308	2,564	4,070	6,984	7,174	4,820 ←
San Bernardino County	65,890	68,758	70,783	73,430	80,292	88,850	2,868	2,825	2,647	6,862	8,558	4,592
Riverside County	58,743	61,799	62,948	64,766	68,261	73,334	3,056	1,149	1,818	3,495	5,073	2,918
Ventura County	43,132	43,994	44,336	45,170	45,973	47,852	862	342	834	883	1,879	944
TOTAL 5-COUNTY	1,641,307	1,664,072	1,680,290	1,699,213	1,729,396	1,774,335	22,765	16,218	18,923	30,183	44,939	26,686

Continued on next page.....

Table A3 (Continued.....page 3)
 POPULATION & HOUSING GROWTH
 REGIONAL & SUB-REGIONAL ANALYSIS
 —INCORPORATED CITIES ONLY IN SUB-REGIONS—

1123SDF1
 06/17/87
 5290

Annual Increase.....

	1981	1982	1983	1984	1985	1986	1981-82	1982-83	1983-84	1984-85	1985-86	5-Year Average
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TOTAL HOUSING UNITS

Eight-City Area

→ La Habra	17,531	17,668	17,767	17,816	18,025	18,086	137	99	49	209	61	111 ←
Anaheim	83,672	84,589	84,630	85,653	86,654	87,340	917	41	1,023	1,001	686	734
Brea	12,058	12,389	12,406	12,480	12,620	12,860	331	17	74	140	240	160
Buena Park	22,084	22,137	22,325	22,367	22,496	22,808	53	188	42	129	312	145
Fullerton	40,277	40,748	40,928	41,128	41,549	41,785	471	180	200	421	236	382
La Habra Hts	1,569	1,588	1,597	1,615	1,636	1,656	19	9	18	21	20	17
La Mirada	12,534	12,620	12,640	12,678	12,749	12,788	86	20	38	71	39	51
Whittier	27,526	27,548	27,757	27,761	27,920	28,005	22	209	4	159	85	96
Total	217,251	219,287	220,050	221,498	223,649	225,328	2,036	763	1,448	2,151	1,679	1,615

Five-County Region

→ Los Angeles County	2,875,226	2,894,754	2,907,925	2,923,603	2,944,158	2,976,097	19,528	13,171	15,678	20,555	31,939	20,174
Orange County	735,043	746,091	752,389	760,118	773,418	788,561	11,048	6,298	7,729	13,300	15,143	10,704 ←
San Bernardino County	379,607	390,725	398,021	408,583	426,748	446,174	11,118	7,296	10,562	18,165	19,426	13,313
Riverside County	302,282	311,971	317,585	326,297	342,067	360,419	9,689	5,614	8,712	15,770	18,352	11,627
Ventura County	187,600	191,906	193,739	196,636	200,729	205,928	4,226	1,833	2,897	4,093	5,199	3,650
TOTAL S-COUNTY	4,479,838	4,535,447	4,569,659	4,615,237	4,687,120	4,777,179	55,609	34,212	45,578	71,883	90,059	59,468

Table A4a
RESIDENTIAL BUILDING PERMIT ACTIVITY

1123SPB
06/17/87
SL90

SINGLE-FAMILY.....

Number of Units

Eight-City Area

	1980	1981	1982	1983	1984	1985	1986	7-Year Average
→ La Habra	39	10	6	184	73	8	18	48 ←
Anaheim	713	238	375	446	539	621	252	455
Brea	300	59	39	153	130	123	4	115
Buena Park	16	71	2	53	54	81	98	54
Fullerton	194	157	184	39	20	13	24	90
La Habra Hts	11	19	13	18	22	26	24	19
La Mirada	42	257	0	183	2	37	4	64
Whittier	21	10	11	34	104	29	28	34
Total	1,336	821	630	1,030	944	938	452	879

Five-County Region

→ Orange County	6,974	4,340	2,859	7,457	9,227	8,800	9,521	7,025 ←
Los Angeles County	8,314	6,368	4,323	9,799	12,340	13,938	16,649	10,247
Riverside County	5,613	4,784	3,893	10,423	12,725	8,674	14,117	8,684
San Bernardino County	6,219	5,162	4,379	7,993	10,242	10,933	19,777	9,244
Ventura County	2,845	1,880	687	2,305	2,493	3,187	4,982	2,626
Total	29,965	22,534	16,141	37,977	47,027	45,532	65,046	37,746

% to Five-County Region

Eight-City Area

→ La Habra	0.13%	0.04%	0.04%	0.48%	0.16%	0.02%	0.03%	0.13% ←
Anaheim	2.38%	1.06%	2.32%	1.17%	1.15%	1.36%	0.39%	1.40%
Brea	1.00%	0.26%	0.24%	0.40%	0.28%	0.27%	0.01%	0.35%
Buena Park	0.05%	0.32%	0.01%	0.14%	0.11%	0.18%	0.15%	0.14%
Fullerton	0.65%	0.70%	1.14%	0.10%	0.04%	0.03%	0.04%	0.38%
La Habra Hts	0.04%	0.08%	0.08%	0.05%	0.05%	0.06%	0.04%	0.06%
La Mirada	0.14%	1.14%	0.00%	0.27%	0.00%	0.08%	0.01%	0.23%
Whittier	0.07%	0.04%	0.07%	0.09%	0.22%	0.06%	0.04%	0.09%
Total	4.46%	3.64%	3.90%	2.71%	2.01%	2.06%	0.69%	2.78%

Table A4a (Continued.....page 2)
RESIDENTIAL BUILDING PERMIT ACTIVITY

1123SPB
06/17/87
SL90

	1980	1981	1982	1983	1984	1985	1986	7-Year Average
MULTIPLE-FAMILY.....								
Number of Units								
Eight-City Area								
→ La Habra	110	42	32	94	0	42	333	93 ←
Anaheim	270	153	695	624	573	1,032	1,200	650
Brea	17	0	40	24	0	122	15	31
Buena Park	21	106	7	59	169	154	185	100
Fullerton	85	50	42	266	440	182	307	196
La Habra Hts	0	0	0	0	0	0	0	0
La Mirada	68	306	0	70	4	8	0	65
Whittier	77	36	13	35	53	98	186	71
Total	648	693	829	1,172	1,239	1,638	2,226	1,206
Five-County Region								
→ Orange County	3,835	5,069	2,410	5,433	7,190	10,106	14,162	6,888 ←
Los Angeles County	20,446	15,400	9,440	17,568	24,602	39,371	49,592	25,203
Riverside County	2,258	1,468	771	2,247	7,605	8,734	9,213	4,614
San Bernardino County	2,120	1,727	1,750	3,941	8,934	12,045	14,740	6,465
Ventura County	1,200	761	511	1,233	2,372	2,744	2,127	1,575
Total	29,939	24,425	14,882	30,422	50,711	73,000	89,834	44,745
% to Five-County Region								
Eight-City Area								
→ La Habra	0.37%	0.17%	0.22%	0.31%	0.00%	0.06%	0.37%	0.21% ←
Anaheim	0.90%	0.63%	4.67%	2.05%	1.13%	1.41%	1.34%	1.73%
Brea	0.06%	0.00%	0.27%	0.08%	0.00%	0.17%	0.02%	0.08%
Buena Park	0.07%	0.43%	0.05%	0.19%	0.33%	0.21%	0.21%	0.21%
Fullerton	0.28%	0.20%	0.28%	0.87%	0.87%	0.25%	0.34%	0.44%
La Habra Hts	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
La Mirada	0.23%	1.25%	0.00%	0.23%	0.01%	0.01%	0.00%	0.15%
Whittier	0.26%	0.15%	0.09%	0.12%	0.10%	0.13%	0.21%	0.16%
Total	2.16%	2.84%	5.57%	3.85%	2.44%	2.24%	2.48%	2.99%

Continued on next page.....

Table A4a (Continued.....page 3)
RESIDENTIAL BUILDING PERMIT ACTIVITY

1123SPB
06/17/87
SL90

ALL UNITS.....

Number of Units

Eight-City Area

	1980	1981	1982	1983	1984	1985	1986	7-Year Average
→ La Habra	149	52	38	278	73	50	351	142 ←
Anaheim	983	391	1,070	1,070	1,112	1,653	1,452	1,104
Brea	317	59	79	177	130	245	19	147
Buena Park	37	177	9	112	223	235	283	154
Fullerton	279	207	226	305	460	195	331	286
La Habra Hts	11	19	13	18	22	26	24	19
La Mirada	110	563	0	173	6	45	4	129
Whittier	98	46	24	69	157	127	214	105
Total	1,984	1,514	1,459	2,202	2,183	2,576	2,678	2,085

Five-County Region

→ Orange County	10,809	9,409	5,269	12,890	16,425	18,906	23,683	13,913 ←
Los Angeles County	28,760	21,760	13,763	27,367	36,942	53,309	66,241	35,450
Riverside County	7,871	6,252	4,664	12,670	20,330	17,400	23,330	13,210
San Bernardino County	8,339	6,889	6,129	11,934	19,176	22,978	34,517	15,709
Ventura County	4,125	2,641	1,190	3,538	4,865	5,931	7,109	4,201
Total *	59,904	46,959	31,023	68,399	97,730	118,532	154,880	82,491

% to Five-County Region

Eight-City Area

→ La Habra	0.25%	0.11%	0.12%	0.41%	0.07%	0.04%	0.23%	0.18% ←
Anaheim	1.64%	0.83%	3.45%	1.56%	1.14%	1.39%	0.94%	1.57%
Brea	0.53%	0.13%	0.25%	0.26%	0.13%	0.21%	0.01%	0.22%
Buena Park	0.06%	0.38%	0.03%	0.16%	0.23%	0.20%	0.18%	0.18%
Fullerton	0.47%	0.44%	0.73%	0.45%	0.47%	0.16%	0.21%	0.42%
La Habra Hts	0.02%	0.04%	0.04%	0.03%	0.02%	0.02%	0.02%	0.03%
La Mirada	0.18%	1.20%	0.00%	0.25%	0.01%	0.04%	0.00%	0.24%
Whittier	0.16%	0.10%	0.08%	0.10%	0.16%	0.11%	0.14%	0.12%
Total	3.31%	3.22%	4.70%	3.22%	2.23%	2.17%	1.73%	2.94%
								0.00%

Table A4b
COMMERCIAL BUILDING PERMIT ACTIVITY
REGIONAL & SUB-REGIONAL ANALYSIS

11201
06.01
SL90

	1980	1981	1982	1983	1984	1985	1986	7-Year Average
VALUATIONS AS REPORTED (\$000's)								
Eight-City Area								
→ La Habra	6,281	3,526	6,934	1,536	3,927	6,852	16,287	6,348
Anaheim	33,788	33,268	115,564	159,931	32,387	38,061	66,981	68,556
Brea	1,723	12,279	3,477	954	15,076	15,358	48,168	12,719
Buena Park	1,687	10,852	4,527	2,674	8,792	7,529	13,155	6,985
Fullerton	3,993	2,137	11,815	6,379	12,422	13,728	9,284	8,537
La Mirada	582	6,648	3,928	14,184	3,568	9,864	1,359	5,686
Whittier	8,894	4,222	4,177	3,478	3,183	11,959	6,697	6,886
Total	56,788	72,124	158,422	189,848	79,347	181,751	153,851	114,750
Five-County Region								
→ Los Angeles County	1,335,838	1,534,989	1,417,225	1,482,739	2,089,413	2,822,232	1,851,184	1,653,117
Orange County	377,845	484,116	483,652	481,823	655,658	671,782	883,845	531,817
San Bernardino County	96,874	112,817	183,318	178,535	157,337	225,498	279,978	163,651
Riverside County	83,685	128,215	117,197	78,196	187,392	267,721	227,943	155,753
Ventura County	78,897	64,926	84,954	72,317	69,685	83,988	185,748	78,816
TOTAL 5-COUNTY	1,962,651	2,244,263	2,126,346	2,124,810	3,079,485	3,271,221	3,268,618	2,582,485

No reported activity in La Habra Heights

Continued on next page.....

Table A4b(Continued.....page 2)
COMMERCIAL BUILDING PERMIT ACTIVITY
REGIONAL & SUB-REGIONAL ANALYSIS

1123SPB1
06/18/87
SL90

	1980	1981	1982	1983	1984	1985	1986	7-Year Average
ADJUSTMENT FACTORS.....								
Consumer Price Index	246.8	272.4	289.1	298.4	310.7	322.2	328.4	
1986 Dollar Multiplier	1.3306	1.2856	1.1359	1.1005	1.0570	1.0192	1.0000	
VALUATIONS ADJUSTED TO 1986 DOLLARS (\$000'S)								
Eight-City Area								
→ La Habra	8,251	4,251	1,745	4,322	4,151	6,168	16,207	6,442
Anaheim	44,853	40,098	181,672	35,643	34,232	38,793	66,981	63,182
Brea	2,293	14,803	1,084	16,592	15,935	15,654	40,168	15,218
Buena Park	2,138	12,118	3,038	9,676	9,293	7,674	13,155	8,156
Fullerton	5,313	2,576	7,246	13,671	13,130	13,992	9,284	9,316
La Mirada	774	8,015	16,021	3,918	3,763	9,238	1,359	6,156
Whittier	11,835	5,090	3,942	3,503	3,364	12,189	6,697	6,660
Total	75,457	86,951	170,870	200,054	83,867	103,709	153,851	126,109
Five-County Region								
Los Angeles County	1,776,434	1,850,552	1,609,881	1,543,755	2,123,886	2,061,145	1,851,104	1,830,967
→ Orange County	501,708	487,194	458,524	441,340	693,010	684,709	803,845	581,476
San Bernardino County	128,904	135,045	117,363	187,680	166,300	229,837	279,978	177,872
Riverside County	111,247	154,573	133,129	86,058	190,067	272,873	227,943	169,127
Ventura County	93,273	78,273	96,503	79,587	73,655	85,604	105,740	87,521
TOTAL 5-COUNTY	2,611,566	2,705,639	2,415,400	2,338,430	3,254,918	3,334,168	3,268,618	2,846,963

No reported activity in La Habra Heights

Continued on next page.....

Table A4b(Continued.....page 3)
 COMMERCIAL BUILDING PERMIT ACTIVITY
 REGIONAL & SUB-REGIONAL ANALYSIS

1123SPB1
 06/18/87
 SL90

	1980	1981	1982	1983	1984	1985	1986	7-Year Average
BUILDING SPACE FACTOR								
Valuation per SF (\$)	57.58							
BUILDING SPACE (000's sf)								
Eight-City Area								
→ La Habra	143	74	38	75	72	187	282	112 →
Anaheim	788	697	3,160	620	595	675	1,165	1,099
Brea	48	257	19	289	277	272	699	265
Buena Park	37	211	53	168	162	133	229	142
Fullerton	92	45	126	238	228	243	161	162
La Mirada	13	139	279	68	65	161	24	187
Whittier	286	89	69	61	59	212	116	116
Total	1,312	1,512	2,972	3,618	1,459	1,884	2,676	2,193
Five-County Region								
Los Angeles County	38,895	32,184	27,998	26,848	36,937	35,846	32,193	31,843
→ Orange County	8,725	8,473	7,974	7,675	12,852	11,988	13,988	18,113 →
San Bernardino County	2,242	2,349	2,841	3,264	2,892	3,997	4,869	3,893
Riverside County	1,935	2,688	2,315	1,497	3,445	4,746	3,964	2,941
Ventura County	1,622	1,361	1,678	1,384	1,281	1,489	1,839	1,522
TOTAL 5-COUNTY	45,419	47,855	42,807	40,668	56,607	57,966	56,846	49,512

No reported activity in La Habra Heights

Continued on next page.....

Table AAb(Continued.....page 4)
 COMMERCIAL BUILDING PERMIT ACTIVITY
 REGIONAL & SUB-REGIONAL ANALYSIS

1123SPB1
 06/18/87
 SL90

	1980	1981	1982	1983	1984	1985	1986	7-Year Average
% OF FIVE-COUNTY REGION								
Eight-City Area								
► La Habra	0.32	0.16	0.07	0.18	0.13	0.19	0.50	0.23 ◀
Anaheim	1.72	1.48	7.52	1.52	1.05	1.16	2.05	2.22
Brea	0.09	0.55	0.04	0.71	0.49	0.47	1.23	0.53
Buena Park	0.08	0.45	0.13	0.41	0.29	0.23	0.40	0.29
Fullerton	0.20	0.10	0.30	0.58	0.40	0.42	0.28	0.33
La Mirada	0.03	0.30	0.66	0.17	0.12	0.28	0.04	0.22
Whittier	0.45	0.19	0.16	0.15	0.10	0.37	0.20	0.23
Total	2.89	3.21	7.07	8.90	2.58	3.11	4.71	4.43
Five-County Region								
Los Angeles County	68.02	68.40	66.65	66.02	65.25	61.82	56.63	64.31
► Orange County	19.21	18.01	18.90	18.87	21.29	20.54	24.59	20.42 ◀
San Bernardino County	4.94	4.99	4.86	8.03	5.11	6.89	8.57	6.25
Riverside County	4.26	5.71	5.51	3.68	6.09	8.18	6.97	5.94
Ventura County	3.57	2.89	4.00	3.40	2.26	2.57	3.24	3.07
TOTAL 5-COUNTY	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

No reported activity in La Habra Heights

SOURCE: Security Pacific Bank (Building Permits); Natelson Levander Whitney, Inc.

Table A4c
INDUSTRIAL BUILDING PERMIT ACTIVITY
REGIONAL & SUB-REGIONAL ANALYSIS

1123SPB2
06/18/87
SL90

	1980	1981	1982	1983	1984	1985	1986	7-Year Average
VALUATIONS AS REPORTED (\$000's)								
Eight-City Area								
► La Habra	2,522	3,234	188	0	443	3,692	1,824	1,780 ◀
Anaheim	17,282	21,659	20,599	18,359	23,501	32,345	22,590	22,322
Brea	21,663	40,006	10,105	14,298	18,292	17,028	10,472	18,838
Buena Park	3,157	2,852	13,264	47	753	2,670	1,607	3,479
Fullerton	5,937	7,193	20,822	472	6,387	47,885	12,634	14,476
La Mirada	1,643	3,468	0	826	5,095	5,673	7,000	3,386
Whittier	1,800	406	0	0	395	4,056	484	1,020
Total	53,924	78,818	64,978	34,002	54,866	113,349	56,611	65,221
Five-County Region								
Los Angeles County	379,283	335,800	229,985	226,425	287,984	522,313	648,384	375,739
► Orange County	141,012	150,873	122,613	96,066	100,010	235,029	196,818	160,347 ◀
San Bernardino County	48,612	47,103	50,888	85,678	101,664	139,457	250,813	114,888
Riverside County	23,590	34,126	117,197	30,906	80,939	68,031	92,977	63,967
Ventura County	32,027	62,850	44,500	49,000	100,197	79,362	55,774	60,541
TOTAL 5-COUNTY	624,524	630,752	565,183	488,155	830,802	1,044,192	1,244,766	775,482

No reported activity in La Habra Heights

Table AAc(Continued.....page 2)
INDUSTRIAL BUILDING PERMIT ACTIVITY
REGIONAL & SUB-REGIONAL ANALYSIS

1123SPB2
06/18/87
SL90

	1980	1981	1982	1983	1984	1985	1986	7-Year Average
ADJUSTMENT FACTORS.....								
Consumer Price Index	246.8	272.4	289.1	298.4	318.7	322.2	328.4	
1986 Dollar Multiplier	1.3386	1.2856	1.1359	1.1085	1.0570	1.0192	1.0000	
VALUATIONS ADJUSTED TO 1986 DOLLARS (\$000'S)								
Eight-City Area								
► La Habra	3,356	3,899	214	0	468	3,763	1,824	1,932 ◀
Anaheim	22,890	26,112	23,399	20,205	24,840	32,967	22,590	24,715
Brea	28,825	48,230	11,479	15,735	19,334	17,356	10,472	21,633
Buena Park	4,201	3,438	15,067	52	796	2,721	1,607	3,983
Fullerton	7,900	8,672	23,653	519	6,751	48,806	12,634	15,562
La Mirada	2,186	4,181	0	909	5,385	5,782	7,000	3,635
Whittier	2,395	489	0	0	418	4,134	484	1,131
Total	71,753	95,021	73,811	37,420	57,992	115,530	56,611	72,591
Five-County Region								
Los Angeles County	504,686	404,834	261,249	249,189	304,390	532,364	648,384	415,014 ◀
► Orange County	187,635	181,889	139,281	105,724	190,273	239,552	196,818	177,310
San Bernardino County	64,685	56,786	57,806	94,292	192,013	142,141	250,813	122,648
Riverside County	31,390	41,142	133,129	34,013	85,550	69,340	92,977	69,649
Ventura County	42,616	75,771	50,549	54,014	105,905	80,889	55,774	66,503
TOTAL 5-COUNTY	831,012	760,422	642,013	537,232	878,131	1,064,285	1,244,766	851,123

No reported activity in La Habra Heights

Table AAc(Continued.....page 3)
INDUSTRIAL BUILDING PERMIT ACTIVITY
REGIONAL & SUB-REGIONAL ANALYSIS

1123SPB2
06/18/87
SL90

	1980	1981	1982	1983	1984	1985	1986	7-Year Average
BUILDING SPACE FACTOR								
Valuation per SF (\$)	20.00							
BUILDING SPACE (000's sf)								
Eight-City Area								
► La Habra	168	195	11	0	23	188	91	97 ◀
Anaheim	1,144	1,306	1,170	1,010	1,242	1,648	1,130	1,236
Brea	1,441	2,412	574	787	967	858	524	1,082
Buena Park	210	172	753	3	40	136	80	199
Fullerton	395	434	1,183	26	338	2,440	632	778
La Mirada	109	209	0	45	269	289	350	182
Whittier	120	24	0	0	21	287	24	57
Total	3,588	4,751	3,691	1,871	2,900	5,777	2,831	3,630
Five-County Region								
Los Angeles County	25,234	20,242	13,062	12,459	15,219	26,618	32,419	20,751
► Orange County	9,382	9,094	6,964	5,286	9,514	11,978	9,841	8,066 ◀
San Bernardino County	3,234	2,839	2,890	4,715	9,601	7,107	12,541	6,132
Riverside County	1,569	2,057	6,656	1,701	4,277	3,467	4,649	3,482
Ventura County	2,131	3,789	2,527	2,701	5,295	4,044	2,789	3,325
TOTAL 5-COUNTY	41,551	38,021	32,101	26,862	43,907	53,214	62,238	42,556

No reported activity in La Habra Heights

Table A4c(Continued.....page 4)
INDUSTRIAL BUILDING PERMIT ACTIVITY
REGIONAL & SUB-REGIONAL ANALYSIS

1123SPB2
06/18/87
SL90

	1980	1981	1982	1983	1984	1985	1986	7-Year Average
% OF FIVE-COUNTY REGION								
Eight-City Area								
► La Habra	0.40	0.51	0.03	0.00	0.05	0.35	0.15	0.23 ◀
Anaheim	2.75	3.43	3.64	3.76	2.83	3.10	1.81	2.90
Brea	3.47	6.34	1.79	2.93	2.20	1.63	0.84	2.54
Irvine Park	0.51	0.45	2.35	0.01	0.09	0.26	0.13	0.47
Fullerton	0.95	1.14	3.68	0.10	0.77	4.59	1.01	1.83
La Mirada	0.26	0.55	0.00	0.17	0.61	0.54	0.56	0.43
Whittier	0.29	0.06	0.00	0.00	0.05	0.39	0.04	0.13
Total	8.63	12.50	11.50	6.97	6.60	10.06	4.55	8.53
Five-County Region								
Los Angeles County	60.73	53.24	40.69	46.38	34.66	50.02	52.09	48.76
► Orange County	22.50	23.92	21.69	19.68	21.67	22.51	15.81	20.83 ◀
San Bernardino County	7.78	7.47	9.00	17.55	21.87	13.36	20.15	14.41
Riverside County	3.78	5.41	20.74	6.33	9.74	6.52	7.47	8.10
Ventura County	5.13	9.96	7.87	10.05	12.06	7.60	4.48	7.81
TOTAL 5-COUNTY	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

Table ASa
TAXABLE RETAIL SALES BY OUTLET TYPE—1986
REGIONAL & SUB-REGIONAL ANALYSIS

112380E2
08/18/87
SL90

Apparel	General Mdse	Drug	Food	Liquor	Eating & Drinking	Home Furn & Appl	Bldg Matl & Farm	Auto Dir & Supply	Service Station	Other Retail Outlets	Total Retail Outlets	Non-Retail Outlets	Total Outlets
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THOUSANDS OF DOLLARS AS REPORTED.....

Eight-City Area

► La Habra	7,325	34,738	7,678	22,622	2,967	34,286	25,424	22,661	57,275	17,576	19,524	252,068	56,328	388,396
La Habra Hts	a	a	a	a	a	a	a	a	a	a	392	392	1715	2,107
Anaheim	38,341	95,286	23,498	116,935	21,756	242,784	115,151	191,422	248,767	104,234	226,211	1,488,385	1,189,742	2,598,127
Brea	34,393	117,242	1,994	16,344	2,086	37,789	7,319	8,741	14,485	15,363	54,415	310,171	156,798	466,969
Buena Park	33,435	95,336	15,915	29,392	4,327	56,917	15,368	42,252	189,116	25,419	65,886	573,363	239,553	812,916
Fullerton	23,988	146,736	16,701	78,698	7,754	88,296	27,749	71,998	171,150	49,266	68,194	750,522	269,218	1,019,740
La Mirada	3,787	14,843	3,588	35,213	2,985	28,840	1,160	10,776	19,386	15,956	23,545	151,919	109,695	261,614
Whittier	17,732	84,072	7,679	38,484	7,835	43,577	19,784	16,425	163,182	31,584	58,970	489,244	121,492	610,736
Total	151,001	588,253	76,965	337,680	49,630	524,489	211,955	364,275	855,281	259,398	517,137	3,936,064	2,144,541	6,080,605

Five-County Region

Los Angeles County	2,488,983	5,533,678	954,440	3,545,758	643,483	5,519,208	2,134,114	2,988,686	8,948,786	3,361,555	5,310,908	41,269,439	22,188,400	63,449,839
► Orange County	673,946	1,979,277	280,843	1,086,487	162,130	1,811,380	749,184	1,220,505	3,089,638	931,732	1,736,572	13,720,814	7,681,382	21,322,196
San Bernardino County	201,552	872,517	105,705	571,506	64,782	622,739	239,789	579,339	1,138,560	571,858	431,631	5,391,978	2,169,375	7,561,353
Riverside County	195,899	511,636	101,321	523,108	54,912	543,532	194,242	537,857	1,008,860	394,750	272,511	4,338,628	1,620,258	5,958,886
Ventura County	127,090	466,335	83,183	298,794	36,853	351,642	148,454	286,557	768,156	237,585	266,134	3,070,783	1,888,459	4,159,242
TOTAL 5-COUNTY	3,607,390	9,363,443	1,524,692	6,025,573	962,160	8,848,501	3,465,783	5,532,864	14,946,000	5,497,480	8,017,756	67,791,642	34,659,874	102,451,516

a Included in Other Retail

Table A5a (Continued.....page 2)
TAXABLE RETAIL SALES BY OUTLET TYPE—1986
REGIONAL & SUB-REGIONAL ANALYSIS

	Apparel	General Mdse	Drug	Food	Liquor	Eating & Drinking	Home Furn & Appl	Bldg Matl & Farm	Auto Dlr & Supply	Service Station	Other Retail Outlets	Total Retail Outlets	Non-Retail Outlets	Total Retail Outlets
PER CAPITA SALES (\$)														
Eight-City Area														
► La Habra	152	721	159	469	62	711	527	478	1,188	365	485	5,238	1,169	6,398 ◀
La Habra Hts	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	75	75	338	485
Anaheim	128	481	99	492	N/A	1,822	485	886	N/A	439	952	5,938	5,889	18,939
Brea	1,849	3,574	61	498	64	1,152	223	266	442	468	1,659	9,456	4,788	14,237
Buena Park	589	1,451	242	447	66	866	234	643	2,878	387	1,883	8,727	3,646	12,373
Fullerton	219	1,343	153	728	71	888	254	659	1,566	451	624	6,867	2,463	9,338
La Mirada	98	353	84	838	69	496	28	257	462	388	561	3,617	2,612	6,229
Whittier	247	1,169	187	535	189	686	275	228	2,268	439	828	6,885	1,698	8,494
Total	246	968	126	551	81	856	346	595	1,396	423	844	6,425	3,581	9,926
Five-County Region														
Los Angeles County	383	696	128	446	81	694	268	366	1,125	423	668	5,189	2,789	7,978
► Orange County	323	948	134	528	78	867	359	584	1,479	446	832	6,578	3,648	10,218 ◀
San Bernardino County	191	828	188	542	61	591	228	558	1,873	543	418	5,117	2,859	7,176
Riverside County	246	644	127	658	69	684	244	677	1,269	497	343	5,459	2,839	7,498
Ventura County	216	791	141	587	63	597	252	486	1,383	483	451	5,289	1,846	7,856
TOTAL 5-COUNTY	289	758	122	483	77	789	278	443	1,198	441	642	5,432	2,777	8,218

Continued on next page.....

Table A5a (Continued.....page 3)
TAXABLE RETAIL SALES BY OUTLET TYPE--1986
REGIONAL & SUB-REGIONAL ANALYSIS

1123B0E2
08/18/87
SL90

	Apparel	General Mdse	Drug	Food	Liquor	Eating & Drinking	Home Furn & Appl	Bldg Matl & Farm	Auto Dlr & Supply	Service Station	Other Retail Outlets	Total Retail Outlets	Non-Retail Outlets	Total Retail Outlets
PER CAPITA SALES INDEX TO 5-COUNTY (%)														
Eight-City Area														
► La Habra	52.6	96.1	130.2	97.2	79.8	100.3	189.9	106.0	99.2	82.8	63.0	96.3	42.1	77.9 ◀
La Habra Hts	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	11.7	1.4	11.9	4.9
Anaheim	44.2	53.5	81.0	102.0	N/A	144.2	174.6	101.8	N/A	99.6	148.2	109.2	100.4	133.2
Brea	362.7	476.4	49.8	103.2	82.5	162.5	80.3	60.1	36.9	106.3	258.2	174.1	172.1	173.4
Buena Park	176.0	193.4	198.3	92.7	85.4	122.2	84.2	145.0	240.3	87.8	156.1	160.6	131.3	150.7
Fullerton	75.9	178.9	125.1	149.1	92.0	113.9	91.4	148.6	130.7	102.3	97.1	126.4	88.7	113.6
La Mirada	31.2	47.1	68.4	173.6	89.7	70.0	9.9	57.9	38.5	86.2	87.3	66.6	94.0	75.9
Whittier	85.3	155.8	87.4	110.8	141.3	85.5	99.1	51.5	189.4	99.7	127.7	125.3	60.8	103.5
Total	85.3	128.0	102.8	114.2	105.1	120.7	124.6	134.1	116.6	96.1	131.4	110.3	126.0	120.9
Five-County Region														
Los Angeles County	104.8	92.7	98.2	92.3	104.9	97.9	96.6	82.5	94.0	96.0	103.9	95.5	100.4	97.2
► Orange County	111.6	126.3	109.8	107.7	100.7	122.3	129.2	131.8	123.5	101.3	129.4	120.9	131.1	124.4 ◀
San Bernardino County	66.2	110.4	82.1	112.3	79.7	83.3	81.9	124.0	89.6	123.2	63.0	94.2	74.1	87.4
Riverside County	85.3	85.8	104.3	136.3	89.6	96.4	88.0	152.6	106.0	112.7	53.4	100.5	73.4	91.3
Ventura County	74.6	105.4	115.5	105.0	81.1	84.1	90.7	109.6	108.8	91.5	70.3	95.9	66.5	85.9
TOTAL 5-COUNTY	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Table ASb
TAXABLE RETAIL SALES
CITY BY CATEGORY & REGION BY TOTAL

1123BOE1
08/15/87
SL 106

	1980	1981	1982	1983	1984	1985	1986	7-Year Average
THOUSANDS OF DOLLARS AS REPORTED.....								
Apparel	8,364	8,633	7,789	7,828	7,666	7,497	7,325	7,872
General Merchandise	22,673	25,848	23,830	26,441	27,637	28,591	34,738	26,994
Drug	5,377	5,660	6,464	6,988	7,321	7,669	7,670	6,736
Food	17,738	18,450	17,849	21,506	22,714	22,590	22,622	20,496
Liquor	2,598	2,567	2,746	2,396	2,522	2,663	2,967	2,637
Eating & Drinking	21,202	25,225	26,456	27,982	28,481	33,566	34,286	28,171
Home Furnish & Appliance	9,131	11,353	14,762	18,673	22,652	23,246	25,424	17,892
Bldg Material & Farm	15,718	13,728	15,611	21,483	25,261	20,485	22,661	19,267
Auto Dealer & Supply	32,542	35,365	34,829	40,833	51,144	59,945	57,275	44,448
Service Station	25,322	25,923	22,787	22,085	21,689	21,560	17,576	22,420
Other Retail Outlets	15,556	15,679	15,000	16,446	16,751	17,671	19,524	16,672
Total Retail Outlets	176,221	187,631	188,203	211,861	233,838	245,403	252,068	213,604
Non-Retail Outlets	41,799	43,073	41,001	96,365	51,751	50,622	56,328	54,420
Total	218,020	230,704	229,204	308,226	285,589	296,025	308,396	268,023

Five-County Region—All Outlets

Los Angeles County	45,661,155	49,188,330	48,018,486	50,782,822	57,473,587	61,656,383	63,449,839	53,735,800
Orange County	12,666,296	13,927,170	14,120,779	15,757,901	18,531,064	20,219,591	21,322,196	16,649,285
San Bernardino County	4,174,903	4,591,822	4,605,830	5,230,552	6,026,467	6,947,637	7,561,353	5,590,995
Riverside County	3,274,017	3,546,371	3,577,989	4,008,525	4,873,946	5,402,546	5,958,886	4,388,897
Ventura County	2,398,569	2,690,993	2,723,638	3,054,000	3,572,500	3,886,707	4,159,242	3,212,258
TOTAL 5-COUNTY	68,174,940	73,863,886	73,045,922	78,913,880	90,477,644	98,112,864	102,451,516	83,577,236

Continued on next page.....

Table ASb (Continued.....page 2)
TAXABLE RETAIL SALES
CITY BY CATEGORY & REGION BY TOTAL

112380E1
08/15/87
SL 106

	1980	1981	1982	1983	1984	1985	1986	7-Year Average
ADJUSTMENT FACTORS.....								
Consumer Price Index	246.8	272.4	289.1	298.4	311.1	322.2	328.4	
1986 Dollar Multiplier	1.3306	1.2856	1.1359	1.1005	1.0556	1.0192	1.0000	
ADJUSTED TO 1986 DOLLARS (\$000'S).....								
Apparel	11,129	10,408	8,848	8,615	8,092	7,641	7,325	8,866
General Merchandise	30,169	30,197	27,069	29,099	29,174	29,141	34,738	29,941
Drug	7,155	6,824	7,343	7,691	7,728	7,817	7,670	7,461
Food	23,683	22,243	20,275	23,668	23,977	23,025	22,622	22,773
Liquor	3,457	3,095	3,119	2,637	2,662	2,714	2,967	2,950
Eating & Drinking	28,212	30,411	30,052	30,795	30,065	34,212	34,286	31,148
Home Furnish & Appliance	12,150	13,687	16,769	20,550	23,912	23,693	25,424	19,455
Bldg Material & Farm	20,915	16,550	17,733	23,643	26,666	20,798	22,661	21,200
Auto Dealer & Supply	43,301	42,635	39,564	44,058	53,988	61,099	57,275	48,840
Service Station	33,694	31,252	25,885	24,305	22,895	21,975	17,576	25,369
Other Retail Outlets	20,699	18,902	17,130	18,099	17,683	18,011	19,524	18,578
Total Retail Outlets	234,485	226,204	213,787	233,161	246,842	250,125	252,068	236,667
Non-Retail Outlets	55,619	51,928	46,575	106,053	54,629	51,596	56,328	60,390
Total	290,104	278,132	260,362	339,214	301,470	301,721	308,396	297,057

Five-County Region—All Outlets

Los Angeles County	60,758,190	59,204,022	54,546,077	55,888,334	60,669,643	62,842,819	63,449,839	59,622,784
Orange County	16,854,100	16,790,318	16,040,345	17,342,140	19,561,560	20,608,671	21,322,196	18,359,916
San Bernardino County	5,555,260	5,534,844	5,231,034	5,756,412	6,361,594	7,081,328	7,561,353	6,154,546
Riverside County	4,356,512	4,275,434	4,064,378	4,499,570	5,144,982	5,506,506	5,958,886	4,829,467
Ventura County	3,191,613	3,244,207	3,093,887	3,361,126	3,771,248	3,961,498	4,159,242	3,540,403
Total 5-County	90,715,763	89,048,826	82,975,720	86,847,581	95,509,027	100,000,821	102,451,516	92,507,836

Continued on next page.....

Table ASb (Continued.....page 3)
TAXABLE RETAIL SALES
CITY BY CATEGORY & REGION BY TOTAL

1123B0E1
08/15/87
SL 186

	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>1984</u>	<u>1985</u>	<u>1986</u>	<u>7-Year Average</u>
ADJUSTED DOLLAR INDEX TO 1980 (%)								
Apparel	100.0	93.5	79.5	77.4	72.7	68.7	65.8	79.7
General Merchandise	100.0	100.1	89.7	96.5	96.7	96.6	115.1	99.2
Drug	100.0	95.4	102.6	107.5	108.0	109.2	107.2	104.3
Food	100.0	94.2	85.9	100.3	101.6	97.6	95.8	96.5
Liquor	100.0	89.5	90.2	76.3	77.0	78.5	85.8	85.3
Eating & Drinking	100.0	107.8	106.5	109.2	106.6	121.3	121.5	110.4
Home Furnish & Appliance	100.0	112.6	138.0	169.1	196.8	195.0	209.3	160.1
Bldg Material & Farm	100.0	79.1	84.8	113.0	127.5	99.4	108.3	101.7
Auto Dealer & Supply	100.0	98.5	91.4	101.7	124.7	141.1	132.3	112.8
Service Station	100.0	92.8	76.8	72.1	67.9	65.2	52.2	75.3
Other Retail Outlets	100.0	91.3	82.8	87.4	85.4	87.0	94.3	89.8
Total Retail Outlets	100.0	96.5	91.2	99.4	105.3	106.7	107.5	100.9
Non-Retail Outlets	100.0	93.4	83.7	190.7	98.2	92.8	101.3	108.6
Total	100.0	95.9	89.7	116.9	103.9	104.0	106.3	102.4
Five-County Region—All Outlets								
Los Angeles County	100.0	97.4	89.8	92.0	99.9	103.4	104.4	98.1
Orange County	100.0	99.6	95.2	102.9	116.1	122.3	126.5	108.9
San Bernardino County	100.0	99.6	94.2	103.6	114.5	127.5	136.1	110.8
Riverside County	100.0	98.1	93.3	103.3	118.1	126.4	136.8	110.9
Ventura County	100.0	101.6	96.9	105.3	118.2	124.1	130.3	110.9
TOTAL 5-COUNTY	100.0	98.2	91.5	95.7	105.3	110.2	112.9	102.0

Continued on next page.....

Table ASb (Continued.....page 4)
TAXABLE RETAIL SALES
CITY BY CATEGORY & REGION BY TOTAL

112380E1
08/15/87
SL 106

	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>1984</u>	<u>1985</u>	<u>1986</u>	<u>7-Year Average</u>
ADJUSTED DOLLAR INDEX TO 1982 (%)								
Apparel	125.8	117.6	100.0	97.4	91.5	86.4	82.8	100.2
General Merchandise	111.5	111.6	100.0	107.5	107.8	107.7	128.3	110.6
Drug	97.4	92.9	100.0	104.7	105.2	106.5	104.5	101.6
Food	116.4	109.7	100.0	116.7	118.3	113.6	111.6	112.3
Liquor	110.8	99.2	100.0	84.5	85.3	87.0	95.1	94.6
Eating & Drinking	93.9	101.2	100.0	102.5	100.0	113.8	114.1	103.6
Home Furnish & Appliance	72.5	81.6	100.0	122.6	142.6	141.3	151.6	116.0
Bldg Material & Farm	117.9	93.3	100.0	133.3	150.4	117.3	127.8	120.0
Auto Dealer & Supply	109.4	107.8	100.0	111.4	136.5	154.4	144.8	123.5
Service Station	138.2	120.7	100.0	93.9	88.5	84.9	67.9	90.0
Other Retail Outlets	120.8	110.3	100.0	105.7	103.2	105.1	114.0	108.5
Total Retail Outlets	109.7	105.8	100.0	109.1	115.5	117.0	117.9	110.1
Non-Retail Outlets	119.4	111.5	100.0	227.7	117.3	110.8	120.9	129.7
Total	111.4	106.8	100.0	130.3	115.8	115.9	118.4	114.1
Five-County Region—All Outlets								
Los Angeles County	111.4	108.5	100.0	102.5	111.2	115.2	116.3	109.3
Orange County	105.1	104.7	100.0	108.1	122.0	128.5	132.9	114.5
San Bernardino County	106.2	105.8	100.0	110.0	121.6	135.4	144.5	117.7
Riverside County	107.2	105.2	100.0	110.7	126.6	135.5	146.6	118.8
Ventura County	103.2	104.9	100.0	108.6	121.9	128.0	134.4	114.4
TOTAL 5-COUNTY	109.3	107.3	100.0	104.7	115.1	120.5	123.5	111.5

SOURCE: State Board of Equalization, Taxable Sales Annual Reports, 1980 - 1986; Natelson Levander Whitney, Inc.

Table A5c
TAXABLE RETAIL SALES—RETAIL OUTLETS ONLY
REGIONAL & SUB-REGIONAL ANALYSIS

112380E2
08/26/87
SL106

	1980	1981	1982	1983	1984	1985	1986	7-Year Average
THOUSANDS OF DOLLARS AS REPORTED.....								
Eight-City Area								
► La Habra	176,221	187,631	188,283	211,861	233,838	245,483	252,868	213,684 ◀
Anaheim	978,149	1,043,009	993,317	1,112,587	1,279,264	1,154,489	1,488,385	1,138,434
Brea	176,744	199,740	217,939	247,484	278,724	299,442	318,171	247,178
Buena Park	399,311	440,210	430,106	462,214	511,856	554,888	573,363	481,593
Fullerton	427,839	469,336	472,574	518,587	562,582	698,281	758,522	555,949
La Habra Heights	314	328	347	409	381	372	392	363
La Mirada	128,265	138,429	146,515	154,586	159,255	157,283	151,919	148,813
Whittier	354,726	388,130	382,124	411,566	471,656	483,294	489,244	425,828
Total Eight-City	2,641,569	2,866,813	2,831,125	3,111,134	3,497,476	3,592,492	3,936,864	3,218,953
Five-County Region								
Los Angeles County	29,786,332	31,724,831	31,881,248	33,578,249	37,348,834	39,994,922	41,269,439	34,955,487
► Orange County	8,451,965	9,217,783	9,334,829	10,506,576	11,978,869	13,007,487	13,728,814	10,888,286 ◀
San Bernardino County	3,828,244	3,329,268	3,425,415	3,875,344	4,419,617	4,964,279	5,391,978	4,062,821
Riverside County	2,456,945	2,679,775	2,733,961	3,133,869	3,654,738	3,974,480	4,338,628	3,281,759
Ventura County	1,774,857	1,993,729	2,031,822	2,332,284	2,649,765	2,824,424	3,078,783	2,382,512
Total Five-County	45,418,343	48,945,386	48,686,467	53,418,242	60,843,823	64,765,432	67,791,642	55,569,985

Continued on next page.....

Table A5c (Continued.....page 2)
TAXABLE RETAIL SALES—RETAIL OUTLETS ONLY
REGIONAL & SUB-REGIONAL ANALYSIS

112380E3
08/26/87
SL186

	1980	1981	1982	1983	1984	1985	1986	7-Year Average
ADJUSTMENT FACTORS.....								
Consumer Price Index	246.8	272.4	289.1	298.4	311.1	322.2	328.4	
1986 Dollar Multiplier	1.3386	1.2856	1.1359	1.1005	1.0556	1.0192	1.0000	

ADJUSTED TO 1986 DOLLARS (\$000'S).....

Eight-City Area

► La Habra	234,485	226,284	213,787	233,161	246,842	250,125	252,068	236,667
Anaheim	1,381,556	1,257,431	1,128,348	1,224,354	1,350,483	1,176,623	1,408,385	1,263,871
Brea	235,181	240,883	247,565	272,365	294,224	305,284	310,171	272,216
Buena Park	531,336	538,788	488,574	508,683	540,328	564,750	573,363	502
Fullerton	569,296	565,822	536,815	561,919	593,782	711,718	750,522	602
La Habra Heights	418	395	394	450	482	379	392	484
La Mirada	170,674	166,887	166,432	170,839	168,111	160,228	151,919	164,899
Whittier	472,818	467,922	434,870	452,943	497,884	492,594	489,244	472,381
Total Eight-City	3,514,956	3,456,173	3,215,986	3,423,916	3,691,968	3,661,621	3,936,064	3,557,240

Five-County Region

Los Angeles County	39,528,199	38,246,823	35,386,396	36,945,274	39,417,325	40,764,533	41,269,439	38,782,570
► Orange County	11,246,456	11,112,775	10,682,889	11,562,867	12,645,883	13,257,705	13,720,814	12,821,216
San Bernardino County	4,029,479	4,013,699	3,891,863	4,264,956	4,665,388	5,059,805	5,391,978	4,473,767
Riverside County	3,269,290	3,238,683	3,185,613	3,448,936	3,857,975	4,050,878	4,338,628	3,614,572
Ventura County	2,361,682	2,483,600	2,388,826	2,566,675	2,797,116	2,878,774	3,070,783	2,626,665
Total Five-County	60,435,105	59,007,580	55,213,987	58,788,709	63,382,888	66,011,694	67,791,642	61,518,789

Continued on next page.....

Table A5c (Continued.....page 3)
TAXABLE RETAIL SALES—RETAIL OUTLETS ONLY
REGIONAL & SUB-REGIONAL ANALYSIS

112380E3
08/26/87
SL106

	1980	1981	1982	1983	1984	1985	1986	7-Year Average
ADJUSTED DOLLAR INDEX TO 1980 (%)								
Eight-City Area								
► La Habra	100.0	96.5	91.2	99.4	105.3	106.7	107.5	100.9 ◀
Anaheim	100.0	96.6	86.7	94.1	103.8	98.4	108.2	97.1
Brea	100.0	102.4	105.3	115.8	125.1	129.8	131.9	115.7
Buena Park	100.0	99.9	92.0	95.7	101.7	106.3	107.9	100.5
Fullerton	100.0	99.4	94.3	98.7	104.3	125.0	131.8	107.6
La Habra Heights	100.0	94.6	94.3	107.7	96.3	98.7	93.8	96.8
La Mirada	100.0	97.8	97.5	99.6	98.5	93.9	89.0	96.6
Whittier	100.0	99.1	92.0	96.0	105.5	104.4	103.7	100.1
Total Eight-City	100.0	98.3	91.5	97.4	105.0	104.2	112.0	101.2
Five-County Region								
Los Angeles County	100.0	96.8	89.3	93.5	99.7	103.1	104.4	98.1
► Orange County	100.0	98.8	94.3	102.8	112.4	117.9	122.0	106.9 ◀
San Bernardino County	100.0	99.6	96.6	105.8	115.8	125.6	133.8	111.0
Riverside County	100.0	98.8	95.0	105.5	118.0	123.9	132.7	110.6
Ventura County	100.0	101.8	97.7	108.7	118.4	121.9	130.0	111.2
Total Five-County	100.0	97.6	91.4	97.3	104.9	109.2	112.2	101.8

Continued on next page.....

Table A5c (Continued.....page 4)
TAXABLE RETAIL SALES—RETAIL OUTLETS ONLY
REGIONAL & SUB-REGIONAL ANALYSIS

112380E3
08/26/87
SL106

	1980	1981	1982	1983	1984	1985	1986	7-Year Average
% OF FIVE-COUNTY REGION								
Eight-City Area								
► La Habra	0.39	0.38	0.39	0.40	0.39	0.38	0.37	0.38 ◀
Anaheim	2.15	2.13	2.04	2.08	2.13	1.78	2.08	2.05
Brea	0.39	0.41	0.45	0.46	0.46	0.46	0.46	0.44
Buena Park	0.88	0.90	0.88	0.87	0.85	0.86	0.85	0.87
Fullerton	0.94	0.96	0.97	0.96	0.94	1.08	1.11	1.00
La Habra Heights	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
La Mirada	0.28	0.28	0.30	0.29	0.27	0.24	0.22	0.27
Whittier	0.78	0.79	0.79	0.77	0.79	0.75	0.72	0.76
Total Eight-City	5.82	5.86	5.82	5.82	5.82	5.55	5.81	5.78
Five-County Region								
Los Angeles County	65.41	64.82	63.94	62.84	62.19	61.75	60.88	63.04
► Orange County	18.61	18.83	19.20	19.67	19.95	20.08	20.24	19.54 ◀
San Bernardino County	6.67	6.80	7.05	7.25	7.36	7.67	7.95	7.27
Riverside County	5.41	5.48	5.62	5.87	6.09	6.14	6.40	5.88
Ventura County	3.91	4.87	4.18	4.37	4.41	4.36	4.53	4.27
Total Five-County	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

SOURCE: State Board of Equalization, Taxable Sales Annual Reports, 1980 - 1984; Natelson Levander Whitney, Inc.

Table A6
MARKET AREA RETAIL PURCHASING POWER 1987-2002
Alternate: Mid-Range Projections

1123RPP1
08/18/87
SL90

FACTORS.....

FACTORS.....	5-County			— % Dist by Location Type —			— % Dist by Location Type —			
	—Beach @ Imperial- 2.5-Mile Ring	Los 5.0-Mile Ring	Angeles Region	Neigh/Com Shopping Center	Regional Shopping Center	Arterial Commer	Neigh/Com Shopping Center	Regional Shopping Center	Arterial Commer	
Purchasing Power Index										
Per Cap Income 1986 (\$)	14,716	13,449	12,180							
Index (% of Region)	121.6	111.1	100.0							
Retail Purchases Per Capita (1987 Constant \$)							Retail Purchases Per Capita — For 5-County Region —			
Apparel	356	326	293	10.0	77.6	12.4	29	227	36	
General Merchandise	952	870	783	12.4	73.0	14.6	97	572	114	
Drug	193	177	159	85.0	5.0	10.0	135	8	16	
Food	1,869	1,708	1,537	85.0	5.0	10.0	1,386	77	154	
Liquor	183	94	85	20.0	5.0	75.0	17	4	64	
Eating & Drinking	883	807	726	5.0	5.0	90.0	36	36	653	
Home Furnish & Appl	322	295	265	5.0	12.0	82.2	13	34	218	
Building & Farm	513	469	422	5.6	1.2	93.2	24	5	393	
Automotive	1,441	1,317	1,185	1.0	0.5	98.5	12	6	1,167	
Service Station	704	644	579	0.0	0.0	100.0	0	0	579	
Other Retail	827	756	680	13.9	14.8	71.3	100.00	95	101	485
Total	8,166	7,463	6,714	26.3	15.9	57.8	1,765	1,070	3,880	
				Average						
Area Sales Performance Index (% of Region)	100.0	100.0	100.0							
Sales Per SF (\$)										
Apparel	120	120	120							
General Merchandise	120	120	120							
Drug	120	120	120							
Food	450	450	450							
Liquor	150	150	150							
Eating & Drinking	275	275	275							
Home Furnish & Appl	100	100	100							
Building & Farm	100	100	100							
Automotive	500	500	500							
Service Station	1,000	1,000	1,000							
Other Retail	120	120	120							

Continued on next page.....

Table A6 (Continued.....page 2)
 MARKET AREA RETAIL PURCHASING POWER 1987-2002
 Alternate: Mid-Range Projections

1124RPP1
 07/28/87
 SL100

	Total Purchases							@ NH/Comm Shop Ctr			@ Regional Shop Ctr			@ Arterial Comm'l		
	Average Annual Increase							AAI			AAI			AAI		
	1987	1992	1997	2002	1987-92	1992-97	1997-02	1987	1992	1987-92	1987	1992	1987-92	1987	1992	1987-92
2.5-MILE RING																
Population	110,000	120,000	130,000	140,000	2,000	2,000	2,000									
Purchases (1987 Constant \$000's)																
Apparel	39,190	42,762	46,325	49,888	713	713	713	3,920	4,276	71.3	30,418	33,183	553.0	4,861	5,382	88.4
General Merchandise	104,751	114,274	123,797	133,320	1,905	1,905	1,905	12,989	14,170	236.2	76,468	83,420	1,390.3	15,294	16,684	278.1
Drug	21,271	23,205	25,139	27,073	387	387	387	18,081	19,724	328.7	1,064	1,160	19.3	2,127	2,321	38.7
Food	205,623	224,316	243,009	261,702	3,739	3,739	3,739	174,779	190,668	3,177.8	10,281	11,216	186.9	20,562	22,432	373.9
Liquor	11,371	12,405	13,439	14,473	207	207	207	2,274	2,481	41.4	569	620	10.3	8,529	9,304	155.1
Eating & Drinking	97,126	105,955	114,785	123,614	1,766	1,766	1,766	4,856	5,298	88.3	4,856	5,298	88.3	87,413	95,360	1,589.3
Home Furnish & Appl	35,452	38,675	41,898	45,121	645	645	645	1,773	1,934	32.2	4,538	4,950	82.5	29,142	31,791	529.8
Building & Farn	56,456	61,588	66,721	71,853	1,026	1,026	1,026	3,162	3,449	57.5	677	739	12.3	52,617	57,400	956.7
Automotive	158,531	172,943	187,355	201,767	2,882	2,882	2,882	1,585	1,729	28.8	793	865	14.4	156,153	170,349	2,839.2
Service Station	77,460	84,501	91,543	98,585	1,408	1,408	1,408	0	0	0.0	0	0	0.0	77,460	84,501	1,408.4
Other Retail	90,972	93,242	107,512	115,782	1,654	1,654	1,654	12,645	13,795	229.9	13,464	14,688	244.8	64,863	70,759	1,179.3
Total	890,211	979,867	1,061,522	1,143,178	16,331	16,331	16,331	236,064	257,524	4,292.1	143,127	156,139	2,602	519,020	566,203	9,437
Supportable Building Space (000's SF)																
Apparel	326.7	356.3	386.0	415.7	5.9	5.9	5.9	32.7	35.6	0.6	253.5	276.5	4.6	40.5	44.2	0.7
General Merchandise	872.9	952.3	1,031.6	1,111.0	15.9	15.9	15.9	100.2	110.1	2.0	637.2	695.2	11.6	127.4	139.0	2.3
Drug	177.3	193.4	209.5	225.6	3.2	3.2	3.2	150.7	164.4	2.7	8.9	9.7	0.2	17.7	19.3	0.3
Food	456.9	498.5	540.0	581.6	8.3	8.3	8.3	380.4	423.7	7.1	22.8	24.9	0.4	45.7	49.8	0.8
Liquor	75.0	82.7	89.6	96.5	1.4	1.4	1.4	15.2	16.5	0.3	3.8	4.1	0.1	56.9	62.0	1.0
Eating & Drinking	353.2	385.3	417.4	449.5	6.4	6.4	6.4	17.7	19.3	0.3	17.7	19.3	0.3	317.9	346.8	5.8
Home Furnish & Appl	354.5	386.0	419.0	451.2	6.4	6.4	6.4	17.7	19.3	0.3	45.4	49.5	0.8	291.4	317.9	5.3
Building & Farn	564.6	615.9	667.2	718.5	10.3	10.3	10.3	31.6	34.5	0.6	6.8	7.4	0.1	526.2	574.0	9.6
Automotive	317.1	345.9	374.7	403.5	5.8	5.8	5.8	3.2	3.5	0.1	1.6	1.7	0.0	312.3	340.7	5.7
Service Station	77.5	84.5	91.5	98.6	1.4	1.4	1.4	0.0	0.0	0.0	0.0	0.0	0.0	77.5	84.5	1.4
Other Retail	758.1	827.0	895.9	964.9	13.8	13.8	13.8	105.4	115.0	1.9	112.2	122.4	2.0	540.5	589.7	9.8
Total	4,334.5	4,728.5	5,122.6	5,516.6	78.0	78.0	78.0	870.7	949.8	15.0	1,109.8	1,210.7	20.2	2,354.0	2,568.0	42.0

	Total Purchases							@ NH/Comm Shop Ctr			@ Regional Shop Ctr			@ Arterial Comm'l		
	Average Annual Increase							AAI			AAI			AAI		
	1987	1992	1997	2002	1987-92	1992-97	1997-02	1987	1992	1987-92	1987	1992	1987-92	1987	1992	1987-92
5.0-MILE RING																
Population	383,600	415,500	448,000	480,500	6,500	6,500	6,500									
Purchases (1987 Constant \$000's)																
Apparel	124,730	135,314	145,898	156,482	2,117	2,117	2,117	12,473	13,531	211.7	96,791	105,004	1,642.7	15,467	16,779	262.5
General Merchandise	333,323	361,687	389,892	418,177	5,657	5,657	5,657	41,332	44,839	701.5	243,326	263,973	4,129.5	48,665	52,795	825.9
Drug	67,686	73,430	79,173	84,917	1,149	1,149	1,149	57,533	62,415	976.4	3,384	3,671	57.4	6,769	7,343	114.9
Food	654,381	709,822	765,344	820,865	11,104	11,104	11,104	556,155	603,349	9,438.7	32,715	35,491	555.2	65,430	70,982	1,110.4
Liquor	36,184	39,255	42,325	45,396	614	614	614	7,237	7,851	122.8	1,809	1,963	30.7	27,138	29,441	460.6
Eating & Drinking	389,858	335,284	361,509	387,735	5,245	5,245	5,245	15,453	16,764	262.3	15,453	16,764	262.3	278,152	301,755	4,720.6
Home Furnish & Appl	112,810	122,383	131,956	141,528	1,915	1,915	1,915	5,641	6,119	95.7	14,440	15,665	245.1	92,730	100,599	1,573.7
Building & Farm	179,645	194,889	210,133	225,377	3,049	3,049	3,049	10,060	10,914	170.7	2,156	2,339	36.6	167,429	181,637	2,841.5
Automotive	504,454	547,260	590,067	632,873	8,561	8,561	8,561	5,045	5,473	85.6	2,522	2,736	42.8	496,887	539,051	8,432.8
Service Station	246,480	267,396	288,311	309,226	4,183	4,183	4,183	0	0	0.0	0	0	0.0	246,480	267,396	4,183.1
Other Retail	289,476	314,040	338,604	363,167	4,913	4,913	4,913	40,237	43,652	682.9	42,842	46,478	727.1	206,396	223,910	3,582.8
Total	2,858,148	3,100,680	3,343,212	3,585,745	48,506	48,506	48,506	751,166	814,907	12,748.2	455,438	494,085	7,729	1,651,544	1,791,688	28,829
Supportable Building Space (000's SF)																
Apparel	1,039.4	1,127.6	1,215.8	1,304.0	17.6	17.6	17.6	103.9	112.8	1.8	886.6	875.0	13.7	128.9	139.8	2.2
General Merchandise	2,777.7	3,013.4	3,249.1	3,484.8	47.1	47.1	47.1	344.4	373.7	5.8	2,027.7	2,199.8	34.4	405.5	440.0	6.9
Drug	564.1	611.9	659.8	707.6	9.6	9.6	9.6	479.4	520.1	8.1	28.2	30.6	0.5	56.4	61.2	1.0
Food	1,454.0	1,577.4	1,700.8	1,824.1	24.7	24.7	24.7	1,235.9	1,348.8	21.0	72.7	78.9	1.2	145.4	157.7	2.5
Liquor	241.2	261.7	282.2	302.6	4.1	4.1	4.1	48.2	52.3	0.8	12.1	13.1	0.2	180.9	196.3	3.1
Eating & Drinking	1,123.8	1,219.2	1,314.6	1,409.9	19.1	19.1	19.1	56.2	61.0	1.0	56.2	61.0	1.0	1,011.5	1,097.3	17.2
Home Furnish & Appl	1,128.1	1,223.8	1,319.6	1,415.3	19.1	19.1	19.1	56.4	61.2	1.0	144.4	156.7	2.5	927.3	1,006.0	15.7
Building & Farm	1,796.5	1,948.9	2,101.3	2,253.8	30.5	30.5	30.5	100.6	109.1	1.7	21.6	23.4	0.4	1,674.3	1,816.4	28.4
Automotive	1,008.9	1,094.5	1,180.1	1,265.7	17.1	17.1	17.1	10.1	10.9	0.2	5.0	5.5	0.1	993.8	1,078.1	16.9
Service Station	246.5	267.4	288.3	309.2	4.2	4.2	4.2	0.0	0.0	0.0	0.0	0.0	0.0	246.5	267.4	4.2
Other Retail	2,412.3	2,617.0	2,821.7	3,026.4	40.9	40.9	40.9	335.3	363.8	5.7	357.0	387.3	6.1	1,720.0	1,865.9	29.2
Total	13,752.5	14,962.9	16,133.2	17,303.6	234.1	234.1	234.1	2,770.6	3,005.7	47.0	3,531.5	3,831.1	59.9	7,490.4	8,126.1	127.1

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	—Beach & Imperial—		City of	Los Angeles	Average Annual Increase—		
	2.5-Mile	5.0-Mile	La Habra	5-County	1987	1992	1997
	Ring	Ring		Region	1987-92	1992-97	1997-02
Demand Index							
Per Capita Income (\$)	14,716	13,449	13,644	12,100			
Index (% of Region)	121.6	111.1	112.8	100.0			
Demand Per Capita (\$F)							
General	3.65	3.33	3.38	3.00			
Financial	2.43	2.22	2.26	2.00			
Medical	3.04	2.78	2.82	2.50			
Total	9.12	8.34	8.46	7.50			
	1987	1992	1997	2002			
2.5-MILE RING							
Population	110,000	120,000	130,000	140,000	2,000	2,000	2,000
Building Space (SF 000's)							
General	401.3	437.8	474.3	510.8	7.3	7.3	7.3
Financial	267.6	291.9	316.2	340.5	4.9	4.9	4.9
Medical	334.5	364.9	395.3	425.7	6.1	6.1	6.1
Total	1,003.4	1,094.6	1,185.8	1,277.0	18.2	18.2	18.2
5.0-MILE RING							
Population	383,000	415,500	448,000	480,500	6,500	6,500	6,500
Building Space (SF 000's)							
General	1,277.1	1,385.5	1,493.8	1,602.2	21.7	21.7	21.7
Financial	851.4	923.6	995.9	1,068.1	14.4	14.4	14.4
Medical	1,064.2	1,154.6	1,244.9	1,335.2	18.1	18.1	18.1
Total	3,192.7	3,463.7	3,734.6	4,005.5	54.2	54.2	54.2

APPENDIX B

CLAIRE ASSOCIATES, INC.

(213) 378-6100

405 Via Corta • Malaga Cove Plaza • Palos Verdes Estates, CA 90274

DATE: October 15, 1987

TO: La Habra General Plan Advisory Committee Members
Chairman and Members of the La Habra Planning Commission
Hon. Mayor and Members of the City Council

FROM: Claire associates, Inc and Natelson-Levander-Whitney

SUBJECT: Preliminary Economic Development Program

As you will recall, the City Manager in our first meeting indicated that a future funding and budget was in prospect within 5 years. He identified a 2-3 million dollar shortfall after about 5 years but beginning slowly sometime before that date. This shortfall will be due to a number of related and unrelated factors. These include:

- o The slowly but steadily increasing cost of providing municipal services.
- o The continuing poor performance of the Fashion Square Shopping Center.
- o The continuing retail sales tax "leakage" from point of sale locations in La Habra and the creation and expansion of Brea Mall and other centers.
- o The unlikely prospect for increases in other forms of taxation to cover shortfalls or other public agencies coming to the rescue.
- o The inexorable and continual need to maintain and improve major capital facilities in the City.

The inability of the City to cover the shortfall will be directly and inexorably translated into a reduction of available resources. This decline in resources will be occurring at the time that the needs for resources are increasing as the community matures. This will be manifest in the gradual reduction of levels of services to the residents and businesses of the community. It will also result in the further deferment of needed maintenance and improvements.

The consulting Team, as part of their assignment for assisting the City to update the La Habra General Plan has been asked to verify the economic conditions responsible for the shortfalls, realistically assess the environment for economic action, and recommend a plan for overcoming the anticipated revenue shortfalls.

In order to comply with this task, we have prepared and presented previously to you an extensive economic data package which outlines the market parameters including potential and characteristics, demographic data, and measures of economic activity. Together with this package we have included the exceptionally complete Community Economic Development Strategy adopted in 1984. Our conclusions and recommendations are an elaboration and variation on the principles and actions called for in that plan.

As our studies have reached a stopping place, we have concluded that:

- o The retail sales potential, the projected demographics for the identified market area are not a constraint to increasing penetration by La Habra-based retail sales tax generating firms.
- o There are sites which can be identified as under-utilized and which possess location and other attributes for attractive and productive commercial development. These should be protected from piecemeal development.
- o There are substantial revenue gains to be anticipated from active pursuit of these redevelopment activities in a three to ten year time frame on these sites which will exceed the anticipated short-falls.
- o The necessary planning and development tools exist and it is not too late to activate them. Time, however, is of the essence if the opportunity is to be grasped to the fullest.

The attached memorandum and data sheets identifies the six target sites and develops a wide range of information on their ultimate potential. Our methodology, in addition to identifying and studying the sites, developing and correlating the market data and revenue potentials, includes prepared development scenarios for each site. In some cases there are alternative scenarios for just part of a site. Figure 1 illustrates the location of the sites.

Based upon the methodology and findings, we have placed our recommendations in the form of the Community Development Component as one of the main parts of the Community Development Action Plan.

MEMORANDUM

To: Mr. William H. Claire III Date: October 12, 1987
From: Dale H. Levander Job: 1123
Subject: PRELIMINARY DEVELOPMENT PROGRAM ESTIMATES--LA HABRA SITE EVALUATION

Attached are the following:

- o A two-page computer run covering development program and related financial projections for each of the eight sites identified in our work session of September 16 and discussed with City staff on October 9.
- o A two-page summary.

You will note that development of the eight sites will lead to annual tax generation to the City of approximately \$3.3 million, as follows:

Property Tax	\$1,161,000
Sales Tax	1,959,000
Room Tax	204,000
Total	3,324,000

These projections assume the following:

- o That 100% of property taxes are collected through the redevelopment process (at the \$1.00 rate). We have not broken out the housing portion.
- o That sales taxes equal 1.0% of taxable sales (an understatement as noted below).
- o That room taxes are collected at 8.0% of room sales.

I would like to point out that the 1.00% sales tax factor is understated. Our recent analysis indicates that sales tax generation is approximately 1.11% of taxable sales. The larger amount results from the SBOE's allocation to the cities of "unallocated" amounts, as regularly reported in the SBOE reports. We have recently completed the detailed analysis of this situation and can give you extensive supporting data, should you wish.

Development programs contained herein are preliminary. They are based on typical development measures, with the exception of Site #3 (Fashion Square), where we have utilized Mr. Risner's space program. Irrespective, they indicate that major financial benefits can accrue from commercial and industrial development. Specific implications of these development measures are a matter for discussion with advisory committee members at Thursday night's meeting.

DHL:rr:s20



Figure 1
DEVELOPMENT SITE LOCATIONS

Table A1
SITE DEVELOPMENT PROGRAM SUMMARY—PROGRAM PARAMETERS
La Habra Site Evaluation

123DSum3
10/12/87
SL111

Site/Alternative	Principal New Development	—Site Area (Ac)—		Com/Ind Bldg Sp (SF)	Floor Area Ratio (FAR)	1 Open Space	Traffic Gen (ADT)
		Gross	Net				
1 Gamma I	Promo Commercial	22.08	11.04	125,000	28.3	23.0	8,368
2 Chev/West	Promo Commercial	18.00	10.00	136,000	28.7	23.5	7,620
3 Fashion Square	Promo Commercial	48.66	48.66	585,000	23.8	33.9	31,464
4a Chev/Tech Front	Hotel & Promo Commercial	11.43	11.43	210,000	42.2	23.2	6,383
4b Chev/Tech Rear <i>Quadr</i>	Industry/Business Park	18.44	10.44	200,000	44.0	32.7	6,000
5 Drive-In	Promo Commercial	14.69	14.69	175,000	27.3	26.4	11,900
6a Ozalid	Promo Commercial	10.90	10.90	140,000	29.5	24.1	8,480
6b Bus Yard	Industry/Business Park	9.29	9.29	200,000	49.4	34.5	4,000
Total		137.49	126.45	1,691,000			84,847

Table A2
SITE DEVELOPMENT PROGRAM SUMMARY—ECONOMIC PARAMETERS
La Habra Site Evaluation

123DSum2
09/28/87
SL111

Site/Alternative	Principal New Development	Devel Value (\$000's)	Annual Tax Sales (\$000's)	Annual Room Sales (\$000's)	Annual Taxes (\$000's)			
					Prop Tax Incremen (100%)	Sales Tax	Room Tax	Total
1 Gamma I	Promo Commercial	14,800	25,500	0	88	250	0	338
2 Chev/West	Promo Commercial	12,950	24,350	0	126	244	0	370
3 Fashion Square	Promo Commercial	53,195	89,966	0	306	617	0	923
4a Chev/Tech Front	Hotel & Promo Commercial	11,750	18,500	2,535	113	185	204	502
4b Chev/Tech Rear	Industry/Business Park	20,000	2,000	0	196	20	0	216
5 Drive-In	Promo Commercial	18,625	33,250	0	135	333	0	468
6a Ozalid	Promo Commercial	14,000	27,000	0	97	270	0	367
6b Bus Yard	Industry/Business Park	10,000	4,000	0	100	40	0	140
Total		155,320	224,566	2,535	1,161	1,959	204	3,324

Table B1
SITE DEVELOPMENT PROGRAM
La Habra Site Evaluation

1235D1A
10/12/87
SL111

Site: 1 Gamma I Alternative 1
Principal New Developments: Promo Commercial

SITE DATA	Site Area		DEVELOPMENT FACTORS	Bldg Sp	Parking Spaces			Pkg Area	#	Pad Factor (%)
	Sq Ft	Acres		Per Ac/Un/Rm	Per 1,000 SF	Per Acre	Per Rm/Unit	Per Sp (SF)		
Total Site Area	961,005	22.00	Super Store (Von's)		4.50				1.00	100.0
			Drug Store		4.50				1.00	100.0
Less Exclusions:			Promo Retail—Major		4.50				1.00	100.0
			Promo Retail—Smaller		4.50				1.00	100.0
Assume 50%	480,982	11.04	Restaurant		10.00				1.00	100.0
			Financial Office		5.00				1.00	100.0
			Garden Office		4.00				3.00	33.3
			Movie Theater		10.00				1.00	100.0
			Hotel	500			1.00		6.00	25.0
			Meeting Rooms		5.00				2.00	50.0
			Industrial/Business Park		1.50				1.25	80.0
Total Exclusions	480,982	11.04								
Net Program Area	480,982	11.04								
Less Allowance for Streets	0	0.00	0.00%					350		100.0
			Surface Parking					300		33.3
Net for Development	480,982	11.04	Underground Parking					310		33.3

BUILDING SPACE PROGRAM	Bldg Space (SF)	Land Area (Acres)	Units/ Rooms	Pkg Spaces Reqd	Pkg Spaces Provided				Pkg Area (SF)				Bldg Pads	Pkg Pads Provided				Open Space	Total
					Surface	Structure		Total	Surface	Structure		Total		Surface	Structure		Total		
						Above	Under			Above	Under				Above	Under			
Super Store (Von's)	0			0	0			0	0	0	0	0	0	0	0	0	0		
Drug Store	0			0	0			0	0	0	0	0	0	0	0	0	0		
Promo Retail—Major	60,000			270	270			270	94,500	0	0	94,500	60,000	94,500	0	0	94,500		
Promo Retail—Smaller	60,000			270	270			270	94,500	0	0	94,500	60,000	94,500	0	0	94,500		
Restaurant	10,000			100	100			100	35,000	0	0	35,000	10,000	35,000	0	0	35,000		
Financial Office	6,000			30	30			30	10,500	0	0	10,500	6,000	10,500	0	0	10,500		
Garden Office				0	0			0	0	0	0	0	0	0	0	0	0		
Movie Theater				0	0			0	0	0	0	0	0	0	0	0	0		
Hotel	0		0	0	0			0	0	0	0	0	0	0	0	0	0		
Meeting Rooms				0	0			0	0	0	0	0	0	0	0	0	0		
Industrial/Business Park				0	0			0	0	0	0	0	0	0	0	0	0		
Total	136,000	0.00	0	670	670	0	0	670	234,500	0	0	234,500	136,000	234,500	0	0	234,500	110,402	480,902
Floor Area Ratio (%)	28.3									x of Total Land Use				28.3	48.8	0.0	0.0	48.8	23.0
% Open Space	23.0																		100.0

Table B1 (Continued.....page 2)

SITE DEVELOPMENT PROGRAM

La Habra Site Evaluation

Sites: 1 Gamma 1 Alternative 1
Principal New Developments: Promo Commercial

123SD1A
10/12/87
SL111

FINANCIAL FACTORS	New Dev Val (\$)			Tax Sales (\$)			Employment (#)			Traffic Gen (ADT)			
	Per SF	Per Acre	Per Un/Rm	Per SF	Per Acre	Rm Sales Per Rm	Per 000 SF	Per Acre	Per Room	Pop Per Un	Per 000 SF	Per Acre	Per Rm/Un
Super Store (Von's)	100			200			2.5				80.0		
Drug Store	100			200			2.5				80.0		
Promo Retail—Major	100			200			2.5				60.0		
Promo Retail—Smaller	100			175			2.0				60.0		
Restaurant	175			300			5.0				80.0		
Financial Office	175			0			4.0				60.0		
Garden Office	150			0			4.0				40.0		
Movie Theater	100			10			1.5				40.0		
Hotel		70,000		0		12,775			1.0		40.0		15.0
Meeting Rooms	100			100			2.0				40.0		
Industrial/Business Park	50			20			1.5				20.0		

FINANCIAL PROJECTIONS @ FULL DEVELOPMENT (In 1986 Dollars)	New Dev Value (\$000's)	Ann Tax Sales (\$000's)	Ann Rm Sales (\$000's)	Employment (#)	Population (#)	Traffic Gen (ADT)	Annual Tax Increases	Existing RV/Sales Base	RV/Sales @ Full Devel	Tax Rate (% of Base)	Ann Tax Increase (\$000's)
Super Store (Von's)	0	0	0	0	0	0	With Redevelopment—Property Tax Increment (Including Residential)	5.9%	14,800	1.000	88
Drug Store	0	0	0	0	0	0	Without Redevelopment—City Property Tax	5.9%	14,800	0.150	13
Promo Retail—Major	6,000	12,000	150	150	3,600	3,600	City Sales Tax	500	25,500	1.000	250
Promo Retail—Smaller	6,000	10,500	120	120	3,600	3,600	City Room Tax	0	0	0.000	0
Restaurant	1,750	3,000	50	50	800	800					
Financial Office	1,050	0	24	24	360	360					
Garden Office	0	0	0	0	0	0					
Movie Theater	0	0	0	0	0	0					
Hotel	0	0	0	0	0	0					
Meeting Rooms	0	0	0	0	0	0					
Industrial/Business Park	0	0	0	0	0	0					

Total

14,800 25,500 0 344 0 8,360

Table B2
SITE DEVELOPMENT PROGRAM
La Habra Site Evaluation

1235D2A
10/12/87
SL111

Site: 2 Chev/West
Principal New Developments:

Alternative A
Promo Commercial

SITE DATA	Site Area		DEVELOPMENT FACTORS	Bldg Sp Per Ac/Un/Rm	Parking Spaces		Pkg Area Per Sp (SF)	# Floors	Pad Factor (%)
	Sq Ft	Acres			Per 1,000 SF	Per Acres			
Total Site Area	435,600	10.00	Super Store (Von's)		4.50		1.00	100.0	
Less Exclusions:			Drug Store		4.50		1.00	100.0	
			Promo Retail—Major		4.50		1.00	100.0	
			Promo Retail—Smaller		4.50		1.00	100.0	
	0		Restaurant		10.00		1.00	100.0	
	0		Financial Office		5.00		1.00	100.0	
	0		Garden Office		4.00		3.00	33.3	
	0		Movie Theater		10.00		1.00	100.0	
	0		Hotel	500		1.00	6.00	25.0	
	0		Meeting Rooms		5.00		2.00	50.0	
	0		Industrial/Business Park		1.50		1.25	80.0	
	0								
	0								
Total Exclusions	0	0.00							
Net Program Area	435,600	10.00							
Less Allowance for Streets	0	0.00	0.00%				350	100.0	
Net for Development	435,600	10.00					300	33.3	
							310	33.3	

BUILDING SPACE PROGRAM	Bldg Space (SF)	Land Area (Acres)	Units/ Rooms	Pkg Spaces Reqd	Pkg Spaces Provided				Pkg Area (SF)				Bldg Pads	Pkg Pads Provided				Open Space	Total
					Surface	Above	Under	Total	Surface	Above	Under	Total		Surface	Above	Under	Total		
Super Store (Von's)	0			0	0			0	0	0	0	0	0	0	0	0	0		0
Drug Store	0			0	0			0	0	0	0	0	0	0	0	0	0		0
Promo Retail—Major	69,000			311	311			311	108,675	0	0	108,675	69,000	108,675	0	0	108,675		
Promo Retail—Smaller	50,000			225	225			225	78,750	0	0	78,750	50,000	78,750	0	0	78,750		
Restaurant	6,000			60	60			60	21,000	0	0	21,000	6,000	21,000	0	0	21,000		
Financial Office	0			0	0			0	0	0	0	0	0	0	0	0	0		0
Garden Office	0			0	0			0	0	0	0	0	0	0	0	0	0		0
Movie Theater	0			0	0			0	0	0	0	0	0	0	0	0	0		0
Hotel	0		0	0	0			0	0	0	0	0	0	0	0	0	0		0
Meeting Rooms	0			0	0			0	0	0	0	0	0	0	0	0	0		0
Industrial/Business Park	0			0	0			0	0	0	0	0	0	0	0	0	0		0
Total	125,000	0.00	0	596	596	0	0	596	208,425	0	0	208,425	125,000	208,425	0	0	208,425	102,175	435,600
Floor Area Ratio (%)	28.7								% of Total Land Use				28.7	47.8	0.0	0.0	47.8	23.5	100.0
% Open Space	23.5																		

Table B2 (Continued.....page 2)

SITE DEVELOPMENT PROGRAM

La Habra Site Evaluation

Site: 2 Chv/West Alternative A
Principal New Development: Promo Commercial

123SD2A
10/12/87
SL111

FINANCIAL FACTORS	New Dev Val (\$)			Tax Sales (\$)			Employment (#)			Traffic Gen (ADT)			
	Per SF	Per Acre	Per Un/Rm	Per SF	Per Acre	Rm Sales Per Rm	Per 000 SF	Per Acre	Per Room	Pop Per Un	Per 000 SF	Per Acre	Per Rm/Un
Super Store (Von's)	100			200			2.5				80.0		
Drug Store	100			200			2.5				80.0		
Promo Retail—Major	100			200			2.5				60.0		
Promo Retail—Smaller	100			175			2.0				60.0		
Restaurant	175			300			5.0				80.0		
Financial Office	175			0			4.0				60.0		
Garden Office	150			0			4.0				40.0		
Movie Theater	100			10			1.5				40.0		
Hotel		70,000		0		12,775			1.0		40.0		15.0
Meeting Rooms	100			100			2.0				40.0		
Industrial/Business Park	50			20			1.5				20.0		

FINANCIAL PROJECTIONS @ FULL DEVELOPMENT (In 1986 Dollars)	New Dev Value (\$000's)	Ann Tax Sales (\$000's)	Ann Rm Sales (\$000's)	Employment (0)	Population (0)	Traffic Gen (ADT)	Annual Tax Increases			
							Existing AV/Sales Base	AV/Sales @ Full Devel	Tax Rate (% of Base)	Ann Tax Increase (\$000's)
Super Store (Von's)	0	0		0		0	With Redevelopment—Property Tax Increment (Including Residential)			
Drug Store	0	0		0		0				
Promo Retail—Major	6,900	13,800		173		4,140	Without Redevelopment—City Property Tax			
Promo Retail—Smaller	5,000	8,750		100		3,000				
Restaurant	1,850	1,800		30		480	City Sales Tax			
Financial Office	0	0		0		0				
Garden Office	0	0		0		0	City Room Tax			
Movie Theater	0	0		0		0				
Hotel			0	0		0	0	0	0.000	0
Meeting Rooms	0	0		0		0				
Industrial/Business Park	0	0		0		0				

Total 12,950 24,350 0 303 0 7,620

Table B3
SITE DEVELOPMENT PROGRAM
La Habra Site Evaluation

Site: 3 Fashion Square Alternative A
Principal New Development: Promo Commercial

SITE DATA	Site Area		DEVELOPMENT FACTORS	Bldg Sp Per Ac/Un/Rm	Parking Spaces		Pkg Area Per Sp (SF)	Floors	Pad Factor (%)
	Sq Ft	Acres			Per 1,000 SF	Per Acre			
Total Site Area	2,119,630	48.66	Super Store (Albertson's)		4.50			1.00	100.0
			Drug Store		4.50			1.00	100.0
Less Exclusions:			Promo Retail—Major		4.50			1.00	100.0
			Promo Retail—Smaller		4.50			1.00	100.0
	0		Restaurant		10.00			1.00	100.0
	0		Financial Office		5.00			1.00	100.0
	0		Garden Office		4.00			3.00	33.3
	0		Movie Theater		10.00			1.00	100.0
	0		Hotel	500			1.00	6.00	25.0
	0		Meeting Rooms		5.00			2.00	50.0
	0		Industrial/Business Park		1.50			1.25	80.0
	0								
	0								
	0								
	0								
Total Exclusions	0	0.00							
Net Program Area	2,119,630	48.66							
Less Allowance for Streets	0	0.00	0.00%						
			Surface Parking				350		100.0
			Above Ground Parking				300		33.3
Net for Development	2,119,630	48.66	Underground Parking				310		33.3

BUILDING SPACE PROGRAM	Bldg Space (SF)	Land Area (Acres)	Units/ Rooms	Pkg Spaces Reqd	Pkg Spaces Provided				Pkg Area (SF)				Bldg Pads	Pkg Pads Provided				Open Space	Total
					Surface	Above	Under	Total	Surface	Above	Under	Total		Surface	Above	Under	Total		
Super Store (Albertson's)	43,000			194	194			194	67,725	0	0	67,725	43,000	67,725	0	0	67,725		
Drug Store	24,000			108	108			108	37,800	0	0	37,800	24,000	37,800	0	0	37,800		
Promo Retail—Major	191,750			863	863			863	302,006	0	0	302,006	191,750	302,006	0	0	302,006		
Promo Retail—Smaller	180,315			811	811			811	283,996	0	0	283,996	180,315	283,996	0	0	283,996		
Restaurant	21,202			212	212			212	74,207	0	0	74,207	21,202	74,207	0	0	74,207		
Financial Office	14,733			74	74			74	25,783	0	0	25,783	14,733	25,783	0	0	25,783		
Garden Office				0	0			0	0	0	0	0	0	0	0	0	0		
Movie Theater	30,000			300	300			300	105,000	0	0	105,000	30,000	105,000	0	0	105,000		
Hotel	0		0	0	0			0	0	0	0	0	0	0	0	0	0		
Meeting Rooms				0	0			0	0	0	0	0	0	0	0	0	0		
Industrial/Business Park				0	0			0	0	0	0	0	0	0	0	0	0		
Total	585,000	0.00	0	2,561	2,561	0	0	2,561	896,517	0	0	896,517	585,000	896,517	0	0	896,517	718,112	2,119,630
Floor Area Ratio (%)	23.8								% of Total Land Use				23.8	42.3	0.0	0.0	42.3	33.9	100.0
% Open Space	33.9																		

Table B3 (Continued.....page 2)
SITE DEVELOPMENT PROGRAM
La Habra Site Evaluation

123SD3A
10/12/87
SL111

Site: 3 Fashion Square Alternative A
Principal New Development: Promo Commercial

FINANCIAL FACTORS	New Dev Val (\$)			Tax Sales (\$)		Rm Sales Per Rm	Employment (#)			Pop Per Un	Traffic Gen (ADT)		
	Per SF	Per Acre	Per Un/Rm	Per SF	Per Acre		Per 1000 SF	Per Acre	Per Room		Per 1000 SF	Per Acre	Per Rm/Un
Super Store (Albertson's)	100			200			2.5				80.0		
Drug Store	100			200			2.5				80.0		
Promo Retail—Major	100			200			2.5				60.0		
Promo Retail—Smaller	100			175			2.0				60.0		
Restaurant	175			300			5.0				80.0		
Financial Office	175			0			4.0				60.0		
Garden Office	150			0			4.0				40.0		
Movie Theater	100			10			1.5				40.0		
Hotel		70,000		0		12,775			1.0		40.0		15.0
Meeting Rooms	100			100			2.0				40.0		
Industrial/Business Park	50			20			1.5				20.0		

FINANCIAL PROJECTIONS @ FULL DEVELOPMENT (In 1986 Dollars)	New Dev Value (\$000's)	Ann Tax Sales (\$000's)	Ann Rm Sales (\$000's)	Employ- ment (#)	Popu- lation (#)	Traffic Gen (ADT)
Super Store (Albertson's)	4,300	8,600		100		3,440
Drug Store	2,400	4,800		60		1,920
Promo Retail—Major	19,175	38,350		479		11,505
Promo Retail—Smaller	10,032	20,064		361		10,819
Restaurant	3,710	7,420		106		1,696
Financial Office	2,578	0		59		884
Garden Office	0	0		0		0
Movie Theater	3,000	300		45		1,200
Hotel			0	0		0
Meeting Rooms	0	0		0		0
Industrial/Business Park	0	0		0		0

Annual Tax Increases

With Redevelopment—Property Tax Increment
(Including Residential)

Without Redevelopment—City Property Tax

City Sales Tax

City Room Tax

Existing AV/Sales Base	AV/Sales @ Full Devel	Tax Rate (% of Base)	Ann Tax Increase (\$000's)
22,614	53,195	1.000	306
22,614	53,195	0.150	46
28,300	89,966	1.000	617
0	0	0.000	0

Total 53,195 89,966 0 1,217 0 31,464

Table B4a
SITE DEVELOPMENT PROGRAM
La Habra Site Evaluation

1235D4aA
10/12/87
SL111

Site: 4a Chev/Tech Front Alternative 1
Principal New Developments: Hotel & Promo Commercial

SITE DATA	Site Area		DEVELOPMENT FACTORS	Bldg Sp	Parking Spaces		Pkg Area	#	Pad Factor (%)
	Sq Ft	Acres		Per Ac/Un/Rm	Per 1,000 SF	Per Acre	Per Rm/Unit	Per Sp (SF)	
Total Site Area	497,891	11.43	Super Store (Von's)		4.50			1.00	100.0
			Drug Store		4.50			1.00	100.0
Less Exclusions:			Promo Retail—Major		4.50			1.00	100.0
			Promo Retail—Smaller		4.50			1.00	100.0
	0		Restaurant		10.00			1.00	100.0
	0		Financial Office		5.00			1.00	100.0
	0		Garden Office		4.00			3.00	33.3
	0		Movie Theater		10.00			1.00	100.0
	0		Hotel	500			1.00	6.00	25.0
	0		Meeting Rooms		5.00			2.00	50.0
	0		Industrial/Business Park		1.50			1.25	80.0
	0								
	0								
	0								
	0								
Total Exclusions	0	0.00							
Net Program Area	497,891	11.43							
Less Allowance for Streets	0	0.00	0.00%					350	100.0
								300	33.3
Net for Development	497,891	11.43						310	33.3

BUILDING SPACE PROGRAM	Bldg Space (SF)	Land Area (Acres)	Units/ Rooms	Pkg Spaces Reqd	Pkg Spaces Provided				Pkg Area (SF)				Bldg Pads	Pkg Pads Provided				Open Space	Total
					Surface	Above	Under	Total	Surface	Above	Under	Total		Surface	Above	Under	Total		
Super Store (Von's)	0			0	0			0	0	0	0	0	0	0	0	0	0		0
Drug Store	0			0	0			0	0	0	0	0	0	0	0	0	0		0
Promo Retail—Major	40,000			180	180			180	63,000	0	0	63,000	40,000	63,000	0	0	63,000		63,000
Promo Retail—Smaller	40,000			180	180			180	63,000	0	0	63,000	40,000	63,000	0	0	63,000		63,000
Restaurant	5,000			50	50			50	17,500	0	0	17,500	5,000	17,500	0	0	17,500		17,500
Financial Office	5,000			25	25			25	8,750	0	0	8,750	5,000	8,750	0	0	8,750		8,750
Garden Office				0	0			0	0	0	0	0	0	0	0	0	0		0
Movie Theater				0	0			0	0	0	0	0	0	0	0	0	0		0
Hotel	100,000		200	200	200			200	70,000	0	0	70,000	25,000	70,000	0	0	70,000		70,000
Meeting Rooms	20,000			100	100			100	35,000	0	0	35,000	10,000	35,000	0	0	35,000		35,000
Industrial/Business Park				0	0			0	0	0	0	0	0	0	0	0	0		0
Total	210,000	0.00	200	735	735	0	0	735	257,250	0	0	257,250	125,000	257,250	0	0	257,250	115,641	497,891
Floor Area Ratio (%)	42.2								% of Total Land Use				25.1	51.7	0.0	0.0	51.7	23.2	100.0
% Open Space	23.2																		

Table B4a (Continued.....page 2)

SITE DEVELOPMENT PROGRAM

La Habra Site Evaluation

Site: 4a Chev/Tech Front Alternative 1
Principal New Developments: Hotel & Promo Commercial

FINANCIAL FACTORS	New Dev Val (\$)			Tax Sales (\$)			Employment (#)			Traffic Gen (ADT)			
	Per SF	Per Acre	Per Un/Rm	Per SF	Per Acre	Rm Sales Per Rm	Per 000 SF	Per Acre	Per Room	Pop Per Un	Per 000 SF	Per Acre	Per Rm/Un
Super Store (Von's)	100			200			2.5				80.0		
Drug Store	100			200			2.5				80.0		
Promo Retail—Major	100			200			2.5				60.0		
Promo Retail—Smaller	100			175			2.0				60.0		
Restaurant	175			300			5.0				80.0		
Financial Office	175			0			4.0				60.0		
Garden Office	150			0			4.0				40.0		
Movie Theater	100			10			1.5				40.0		
Hotel		70,000		0		12,775			1.0		40.0		15.0
Meeting Rooms	100			100			2.0				40.0		
Industrial/Business Park	50			20			1.5				20.0		

FINANCIAL PROJECTIONS @ FULL DEVELOPMENT (In 1986 Dollars)	New Dev Value (\$000's)	Ann Tax Sales (\$000's)	Ann Rm Sales (\$000's)	Employment (#)	Population (#)	Traffic Gen (ADT)	Annual Tax Increases			
							Existing AV/Sales Base	AV/Sales @ Full Devel	Tax Rate (% of Base)	Ann Tax Increase (\$000's)
Super Store (Von's)	0	0		0		0	With Redevelopment—Property Tax Increment (Including Residential)			
Drug Store	0	0		0		0				
Promo Retail—Major	4,000	8,000		100		2,400	453	11,750	1.000	113
Promo Retail—Smaller	4,000	7,000		80		2,400	Without Redevelopment—City Property Tax			
Restaurant	875	1,500		25		400				
Financial Office	875	0		20		300	City Sales Tax			
Garden Office	0	0		0		0				
Movie Theater	0	0		0		0	City Room Tax			
Hotel			2,555	0		3				
Meeting Rooms	2,000	2,000		40		800	0	2,555	0.000	204
Industrial/Business Park	0	0		0		0				

Total 11,750 18,500 2,555 265 0 6,383

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Table B4b
SITE DEVELOPMENT PROGRAM
La Habra Site Evaluation

123SD46A
10/12/87
SL111

Site: 4b Chev/Tech Rear
Principal New Developments

Alternative 1
Industry/Business Park

SITE DATA	Site Area		DEVELOPMENT FACTORS	Bldg Sp Per Ac/Un/Rm	Parking Spaces			Pkg Area Per Sp (SF)	# Floors	Pad Factor (%)
	Sq Ft	Acres			Per 1,000 SF	Per Acre	Per Rm/Unit			
Total Site Area	454,766	10.44	Super Store (Von's)		4.50				1.00	100.0
Less Exclusions:			Drug Store		4.50				1.00	100.0
			Promo Retail—Major		4.50				1.00	100.0
			Promo Retail—Smaller		4.50				1.00	100.0
	0		Restaurant		10.00				1.00	100.0
	0		Financial Office		5.00				1.00	100.0
	0		Garden Office		4.00				3.00	33.3
	0		Movie Theater		10.00				1.00	100.0
	0		Hotel	500			1.00		6.00	25.0
	0		Meeting Rooms		5.00				2.00	50.0
	0		Industrial/Business Park		1.50				1.25	80.0
Total Exclusions	0	0.00								
Net Program Area	454,766	10.44								
Less Allowance for Streets	0	0.00	0.00%					350		100.0
Net for Development	454,766	10.44						300		33.3
								310		33.3

BUILDING SPACE PROGRAM	Bldg Space (SF)	Land Area (Acres)	Units/ Rooms	Pkg Spaces Reqd	Pkg Spaces Provided				Pkg Area (SF)				Bldg Pads	Pkg Pads Provided				Open Space	Total
					Surface	Structure		Total	Surface	Structure		Total		Surface	Structure		Total		
						Above	Under			Above	Under				Above	Under			
Super Store (Von's)	0			0	0			0	0	0	0	0	0	0	0	0	0		
Drug Store	0			0	0			0	0	0	0	0	0	0	0	0	0		
Promo Retail—Major	0			0	0			0	0	0	0	0	0	0	0	0	0		
Promo Retail—Smaller	0			0	0			0	0	0	0	0	0	0	0	0	0		
Restaurant	0			0	0			0	0	0	0	0	0	0	0	0	0		
Financial Office	0			0	0			0	0	0	0	0	0	0	0	0	0		
Garden Office	100,000			400	400			400	140,000	0	0	140,000	33,333	140,000	0	0	140,000		
Movie Theater	0			0	0			0	0	0	0	0	0	0	0	0	0		
Hotel	0		0	0	0			0	0	0	0	0	0	0	0	0	0		
Meeting Rooms	0			0	0			0	0	0	0	0	0	0	0	0	0		
Industrial/Business Park	100,000			150	150			150	52,500	0	0	52,500	80,000	52,500	0	0	52,500		
Total	200,000	0.00	0	550	550	0	0	550	192,500	0	0	192,500	113,333	192,500	0	0	192,500	148,933	454,766
Floor Area Ratio (%)	44.0								% of Total Land Use				24.9	42.3	0.0	0.0	42.3	32.7	100.0
% Open Space	32.7																		

Table B4b (Continued.....page 2)

SITE DEVELOPMENT PROGRAM

La Habra Site Evaluation

Site: 4b Chev/Tech Rear Alternative 1
Principal New Developments: Industry/Business Park

123SD4bA

10/12/87

SL111

FINANCIAL FACTORS	New Dev Val (\$)			Tax Sales (\$)		Rm Sales Per Rm	Employment (#)			Pop Per Un	Traffic Gen (ADT)		
	Per SF	Per Acre	Per Un/Rm	Per SF	Per Acre		Per 000 SF	Per Acre	Per Room		Per 000 SF	Per Acre	Per Rm/Un
Super Store (Von's)	100			200			2.5				80.0		
Drug Store	100			200			2.5				80.0		
Promo Retail—Major	100			200			2.5				60.0		
Promo Retail—Smaller	100			175			2.0				60.0		
Restaurant	175			300			5.0				80.0		
Financial Office	175			0			4.0				60.0		
Garden Office	150			0			4.0				40.0		
Movie Theater	100			10			1.5				40.0		
Hotel		70,000		0		12,775			1.0		40.0		15.0
Meeting Rooms	100			100			2.0				40.0		
Industrial/Business Park	50			20			1.5				20.0		

FINANCIAL PROJECTIONS @ FULL DEVELOPMENT (In 1986 Dollars)	New Dev Value (\$000's)	Ann Tax Sales (\$000's)	Ann Rm Sales (\$000's)	Employ- ment (#)	Popu- lation (#)	Traffic Gen (ADT)	Annual Tax Increases	Existing AV/Sales Base	AV/Sales @ Full Devel	Tax Rate (% of Base)	Ann Tax Increase (\$000's)
Super Store (Von's)	0	0		0		0	With Redevelopment—Property Tax Increment (Including Residential)	414	20,000	1.000	196
Drug Store	0	0		0		0					
Promo Retail—Major	0	0		0		0					
Promo Retail—Smaller	0	0		0		0					
Restaurant	0	0		0		0					
Financial Office	0	0		0		0	Without Redevelopment—City Property Tax	414	20,000	0.150	29
Garden Office	15,000	0		400		4,000		0	2,000	1.000	20
Movie Theater	0	0		0		0					
Hotel			0	0		0		0	0	8.000	0
Meeting Rooms	0	0		0		0					
Industrial/Business Park	5,000	2,000		150		2,000					

Total

20,000

2,000

0

550

0

6,000

Table B5
SITE DEVELOPMENT PROGRAM
La Habra Site Evaluation

Site: 5 Drive-In Alternative 1
Principal New Development: Promo Commercial

123SD5A
10/12/87
SL111

SITE DATA	Site Area		DEVELOPMENT FACTORS	Bldg Sp Per Ac/Un/Rm	Parking Spaces			Pkg Area Per Sp (SF)	Floors	Pad Factor (%)
	Sq Ft	Acres			Per 1,000 SF	Per Acre	Per Rm/Unit			
Total Site Area	639,896	14.69	Super Store (Von's Pav)		4.50				1.00	100.0
			Drug Store		4.50				1.00	100.0
Less Exclusions:			Promo Retail—Major		4.50				1.00	100.0
			Promo Retail—Smaller		4.50				1.00	100.0
	0		Restaurant		10.00				1.00	100.0
	0		Financial Office		5.00				1.00	100.0
	0		Garden Office		4.00				3.00	33.3
	0		Movie Theater		10.00				1.00	100.0
	0		Hotel	500			1.00		6.00	25.0
	0		Meeting Rooms		5.00				2.00	50.0
	0		Industrial/Business Park		1.50				1.25	80.0
	0									
	0									
	0									
	0									
Total Exclusions	0	0.00								
Net Program Area	639,896	14.69								
Less Allowance for Streets	0	0.00	0.00%					350		100.0
								300		33.3
Net for Development	639,896	14.69						310		33.3

BUILDING SPACE PROGRAM	Bldg Space (SF)	Land Area (Acres)	Units/ Rooms	Pkg Spaces Reqd	Pkg Spaces Provided			Total	Pkg Area (SF)			Total	Bldg Pads	Pkg Pads Provided			Total	Open Space	Total
					Surface	Above	Under		Surface	Above	Under			Surface	Above	Under			
Super Store (Von's Pav)	60,000			270	270			270	94,500	0	0	94,500	60,000	94,500	0	0	94,500		
Drug Store	0			0	0			0	0	0	0	0	0	0	0	0	0		
Promo Retail—Major	30,000			135	135			135	47,250	0	0	47,250	30,000	47,250	0	0	47,250		
Promo Retail—Smaller	70,000			315	315			315	110,250	0	0	110,250	70,000	110,250	0	0	110,250		
Restaurant	10,000			100	100			100	35,000	0	0	35,000	10,000	35,000	0	0	35,000		
Financial Office	5,000			25	25			25	8,750	0	0	8,750	5,000	8,750	0	0	8,750		
Garden Office	0			0	0			0	0	0	0	0	0	0	0	0	0		
Movie Theater	0			0	0			0	0	0	0	0	0	0	0	0	0		
Hotel	0		0	0	0			0	0	0	0	0	0	0	0	0	0		
Meeting Rooms	0			0	0			0	0	0	0	0	0	0	0	0	0		
Industrial/Business Park	0			0	0			0	0	0	0	0	0	0	0	0	0		
Total	175,000	0.00	0	845	845	0	0	845	295,750	0	0	295,750	175,000	295,750	0	0	295,750	169,146	639,896
Floor Area Ratio (%)	27.3								% of Total Land Use				27.3	46.2	0.0	0.0	46.2	26.4	100.0
% Open Space	26.4																		

Continued on next page.....

Table BS (Continued.....page 2)

SITE DEVELOPMENT PROGRAM

La Habra Site Evaluation

Site: 5 Drive-In Alternative 1
Principal New Developments: Promo Commercial

FINANCIAL FACTORS	New Dev Val (\$)			Tax Sales (\$)			Employment (#)			Traffic Gen (ADT)			
	Per SF	Per Acre	Per Un/Rm	Per SF	Per Acre	Rm Sales Per Rm	Per 000 SF	Per Acre	Per Room	Pop Per Un	Per 000 SF	Per Acre	Per Rm/Un
Super Store (Von's Pav)	100			200			2.5				80.0		
Drug Store	100			200			2.5				80.0		
Promo Retail—Major	100			200			2.5				60.0		
Promo Retail—Smaller	100			175			2.0				60.0		
Restaurant	175			300			5.0				80.0		
Financial Office	175			0			4.0				60.0		
Garden Office	150			0			4.0				40.0		
Movie Theater	100			10			1.5				40.0		
Hotel		70,000		0		12,775			1.0		40.0		15.0
Meeting Rooms	100			100			2.0				40.0		
Industrial/Business Park	50			20			1.5				20.0		

FINANCIAL PROJECTIONS @ FULL DEVELOPMENT (In 1986 Dollars)	New Dev Value (\$000's)	Ann Tax Sales (\$000's)	Ann Rm Sales (\$000's)	Employment (#)	Population (#)	Traffic Gen (ADT)	Annual Tax Increases	Existing AV/Sales Base	AV/Sales @ Full Devel	Tax Rate (% of Base)	Ann Tax Increase (\$000's)
Super Store (Von's Pav)	6,000	12,000		150		4,000	With Redevelopment—Property Tax Increment (Including Residential)	5,164	18,625	1.000	135
Drug Store	0	0		0		0					
Promo Retail—Major	3,000	6,000		75		1,000	Without Redevelopment—City Property Tax	5,164	18,625	0.150	20
Promo Retail—Smaller	7,000	12,250		140		4,200					
Restaurant	1,750	3,000		50		800	City Sales Tax	0	33,250	1.000	333
Financial Office	875	0		20		300					
Garden Office	0	0		0		0	City Room Tax	0	0	0.000	0
Movie Theater	0	0		0		0					
Hotel			0	0		0					
Meeting Rooms	0	0		0		0					
Industrial/Business Park	0	0		0		0					

Total 18,625 33,250 0 435 0 11,900

Table B6a
SITE DEVELOPMENT PROGRAM
La Habra Site Evaluation

123506aA
10/12/87
SL111

Site: 6a Ozalid
Principal New Development: Alternative 1
Promo Commercial

SITE DATA	Site Area		DEVELOPMENT FACTORS	Bldg Sp Per Ac/Un/Rm	Parking Spaces			Pkg Area Per Sp (SF)	Floors	Pad Factor (%)
	Sq Ft	Acres			Per 1,000 SF	Per Acre	Per Rm/Unit			
Total Site Area	474,884	10.90	Super Store (Von's)		4.50				1.00	100.0
Less Exclusions:			Drug Store		4.50				1.00	100.0
			Promo Retail—Major		4.50				1.00	100.0
			Promo Retail—Smaller		4.50				1.00	100.0
	0		Restaurant		10.00				1.00	100.0
	0		Financial Office		5.00				1.00	100.0
	0		Garden Office		4.00				3.00	33.3
	0		Movie Theater		10.00				1.00	100.0
	0		Hotel	500			1.00		6.00	25.0
	0		Meeting Rooms		5.00				2.00	50.0
	0		Industrial/Business Park		1.50				1.25	80.0
	0									
	0									
Total Exclusions	0	0.00								
Net Program Area	474,884	10.90								
Less Allowance for Streets	0	0.00	0.00%					350		100.0
								300		33.3
Net for Development	474,884	10.90						310		33.3

BUILDING SPACE PROGRAM	Bldg Space (SF)	Land Area (Acres)	Units/ Rooms	Pkg Spaces Reqd	Pkg Spaces Provided			Pkg Area (SF)			Bldg Pads	Pkg Pads Provided			Open Space	Total
					Surface	Above	Under	Surface	Above	Under		Surface	Above	Under		
Super Store (Von's)	0			0	0			0	0	0	0	0	0	0		0
Drug Store	0			0	0			0	0	0	0	0	0	0		0
Promo Retail—Major	100,000			450	450			450	157,500	0	100,000	157,500	0	0		157,500
Promo Retail—Smaller	40,000			180	180			180	63,000	0	40,000	63,000	0	0		63,000
Restaurant	0			0	0			0	0	0	0	0	0	0		0
Financial Office	0			0	0			0	0	0	0	0	0	0		0
Garden Office	0			0	0			0	0	0	0	0	0	0		0
Movie Theater	0			0	0			0	0	0	0	0	0	0		0
Hotel	0		0	0	0			0	0	0	0	0	0	0		0
Meeting Rooms	0			0	0			0	0	0	0	0	0	0		0
Industrial/Business Park	0			0	0			0	0	0	0	0	0	0		0
Total	140,000	0.00	0	630	630	0	0	630	220,500	0	140,000	220,500	0	0	114,384	474,884
Floor Area Ratio (%)	29.5															
% Open Space	24.1															

% of Total Land Use

Site: 6a Ozalid Alternative 1
Principal New Development: Promo Commercial

FINANCIAL FACTORS	New Dev Val (\$)			Tax Sales (\$)			Employment (#)			Traffic Gen (ADT)			
	Per SF	Per Acre	Per Un/Rm	Per SF	Per Acre	Rm Sales Per Rm	Per 000 SF	Per Acre	Per Room	Pop Per Un	Per 000 SF	Per Acre	Per Rm/Un
Super Store (Von's)	100			200			2.5				80.0		
Drug Store	100			200			2.5				80.0		
Promo Retail—Major	100			200			2.5				60.0		
Promo Retail—Smaller	100			175			2.0				60.0		
Restaurant	175			300			3.0				80.0		
Financial Office	175			0			4.0				60.0		
Garden Office	150			0			4.0				40.0		
Movie Theater	100			10			1.5				40.0		
Hotel		70,000		0		12,775			1.0		40.0		15.0
Meeting Rooms	100			100			2.0				40.0		
Industrial/Business Park	50			20			1.5				20.0		

FINANCIAL PROJECTIONS @ FULL DEVELOPMENT (In 1986 Dollars)	New Dev Value (\$000's)	Ann Tax Sales (\$000's)	Ann Rm Sales (\$000's)	Employment (#)	Population (#)	Traffic Gen (ADT)	Annual Tax Increases			
							Existing RV/Sales Base	RV/Sales @ Full Devel	Tax Rate (% of Base)	Ann Tax Increase (\$000's)
Super Store (Von's)	0	0		0		0	With Redevelopment—Property Tax Increment (Including Residential)			
Drug Store	0	0		0		0	4,287	14,000	1.000	97
Promo Retail—Major	10,000	20,000		250		6,000	Without Redevelopment—City Property Tax			
Promo Retail—Smaller	4,000	7,000		80		2,400	4,287	14,000	0.150	15
Restaurant	0	0		0		0	City Sales Tax			
Financial Office	0	0		0		0	0	27,000	1.000	270
Garden Office	0	0		0		0	City Room Tax			
Movie Theater	0	0		0		0	0	0	8.000	0
Hotel			0	0		0				
Meeting Rooms	0	0		0		0				
Industrial/Business Park	0	0		0		0				

Total 14,000 27,000 0 330 0 8,400

Table B6b
SITE DEVELOPMENT PROGRAM
La Habra Site Evaluation

123506bA
10/12/87
SL111

Site: 6b Bus Yard Alternative 1
Principal New Development: Industry/Business Park

SITE DATA	Site Area		DEVELOPMENT FACTORS	Bldg Sp Per Ac/Un/Rm	Parking Spaces			Pkg Area Per Sp (SF)	# Floors	Pad Factor (%)
	Sq Ft	Acres			Per 1,000 SF	Per Acres	Per Rm/Unit			
Total Site Area	404,672	9.29	Super Store (Von's)		4.50				1.00	100.0
Less Exclusions:			Drug Store		4.50				1.00	100.0
			Promo Retail—Major		4.50				1.00	100.0
			Promo Retail—Smaller		4.50				1.00	100.0
	0		Restaurant		10.00				1.00	100.0
	0		Financial Office		5.00				1.00	100.0
	0		Garden Office		4.00				3.00	33.3
	0		Movie Theater		10.00				1.00	100.0
	0		Hotel	500			1.00		6.00	25.0
	0		Meeting Rooms		5.00				2.00	50.0
	0		Industrial/Business Park		1.50				1.25	80.0
	0									
	0									
Total Exclusions	0	0.00								

Net Program Area 404,672 9.29

Less Allowance for Streets	0	0.00	0.00%	Surface Parking				350		100.0
				Above Ground Parking				300		33.3
Net for Development	404,672	9.29		Underground Parking				310		33.3

BUILDING SPACE PROGRAM	Bldg Space (SF)	Land Area (Acres)	Units/ Rooms	Pkg Spaces Reqd	Pkg Spaces Provided				Pkg Area (SF)				Bldg Pads	Pkg Pads Provided				Open Space	Total
					Surface	Above	Under	Total	Surface	Above	Under	Total		Surface	Above	Under	Total		
Super Store (Von's)	0			0	0			0	0	0	0	0	0	0	0	0	0		0
Drug Store	0			0	0			0	0	0	0	0	0	0	0	0	0		0
Promo Retail—Major	0			0	0			0	0	0	0	0	0	0	0	0	0		0
Promo Retail—Smaller	0			0	0			0	0	0	0	0	0	0	0	0	0		0
Restaurant	0			0	0			0	0	0	0	0	0	0	0	0	0		0
Financial Office	0			0	0			0	0	0	0	0	0	0	0	0	0		0
Garden Office	0			0	0			0	0	0	0	0	0	0	0	0	0		0
Movie Theater	0			0	0			0	0	0	0	0	0	0	0	0	0		0
Hotel	0		0	0	0			0	0	0	0	0	0	0	0	0	0		0
Meeting Rooms	0			0	0			0	0	0	0	0	0	0	0	0	0		0
Industrial/Business Park	200,000			300	300			300	105,000	0	0	105,000	160,000	105,000	0	0	105,000	139,672	404,672
Total	200,000	0.00	0	300	300	0	0	300	105,000	0	0	105,000	160,000	105,000	0	0	105,000	139,672	404,672
Floor Area Ratio (%)	49.4								% of Total Land Use				39.5	25.9	0.0	0.0	25.9	34.5	100.0
% Open Space	34.5																		

Continued on next page.....

Table B6b (Continued.....page 2)
SITE DEVELOPMENT PROGRAM
La Habra Site Evaluation

123SD66A
10/12/87
SL111

Sites: 6b Bus Yard Alternative 1
Principal New Developments: Industry/Business Park

FINANCIAL FACTORS	New Dev Val (\$)			Tax Sales (\$)			Employment (#)				Traffic Gen (ADT)		
	Per SF	Per Acre	Per Un/Rm	Per SF	Per Acre	Rm Sales Per Rm	Per 800 SF	Per Acre	Per Room	Pop Per Un	Per 800 SF	Per Acre	Per Rm/Un
Super Store (Von's)	188			288			2.5				88.0		
Drug Store	188			288			2.5				88.0		
Promo Retail—Major	188			288			2.5				88.0		
Promo Retail—Smaller	188			175			2.0				88.0		
Restaurant	175			388			5.0				88.0		
Financial Office	175			0			4.0				88.0		
Garden Office	158			0			4.0				48.0		
Movie Theater	188			18			1.5				48.0		
Hotel		78,888		0		12,775			1.8		48.0		15.8
Meeting Rooms	188			188			2.8				48.0		
Industrial/Business Park	58			28			1.5				28.8		

FINANCIAL PROJECTIONS @ FULL DEVELOPMENT (In 1986 Dollars)	New Dev Value (\$888's)	Ann Tax Sales (\$888's)	Ann Rm Sales (\$888's)	Employment (#)	Pop-ulation (#)	Traffic Gen (ADT)	Annual Tax Increases	Existing RV/Sales Base	RV/Sales @ Full Devel	Tax Rate (% of Base)	Ann Tax Increase (\$888's)
Super Store (Von's)	0	0		0		0	With Redevelopment—Property Tax Increment (Including Residential)	0	18,888	1.888	188
Drug Store	0	0		0		0	Without Redevelopment—City Property Tax	0	18,888	8.158	15
Promo Retail—Major	0	0		0		0	City Sales Tax	0	4,888	1.888	48
Promo Retail—Smaller	0	0		0		0	City Room Tax	0	0	8.888	8
Restaurant	0	0		0		0					
Financial Office	0	0		0		0					
Garden Office	0	0		0		0					
Movie Theater	0	0		0		0					
Hotel			8	0		0					
Meeting Rooms	0	0		0		0					
Industrial/Business Park	18,888	4,888		388		4,888					

Total 18,888 4,888 8 388 8 4,888

PART 2

HOUSING

Data, Analysis & Policy Direction for Housing Issues
in La Habra

Chapter I**INTRODUCTION**

Housing is of keen interest to La Habra because, like most other communities, there are unmet needs which are visible in its housing and neighborhoods and which are felt by its residents. La Habra shares with other localities extremely fundamental housing needs which vary from community to community only in terms of magnitude and severity, but not in their essential nature. Indeed, the City, like its neighbors throughout Southern California and the entire state, is faced with the following needs:

- * A need to keep housing in standard condition.
- * A need to have housing expenditures in reasonable relationship to the ability of residents to afford.
- * A need to provide a sufficient number of safe and sanitary dwellings to house the population of today and tomorrow.

To respond to these different but related housing needs requires time and patience as well as innovation. Those qualities have been manifested by La Habra's persistent endeavors over the last decade to pinpoint housing needs and to devise ways to address those needs.

During the past decade, there has been approximately 2,275 building permits issued for the rehabilitation and improvement of residential units. Of this total, homeowners of 44 units were assisted through loans made available through City programs and the City's partnership with Neighborhood Housing Services. Aimed for first time home buyers, 162 apartment units were converted to affordable condominiums through the City's condominium conversion ordinance process; and 14 loans to purchase housing were made available through the partnership of the City/Financial Institutions/Neighborhood Housing Services. In other actions to preserve housing, the City initiated General Plan amendments which conserved approximately 200 units with residential land use designations. Through the City's participation with the Orange County Housing Authority, 243 families in the City were provided rental assistance. In addition, 424 loans were made for housing purchases with a unique Mortgage Revenue Bond implemented by the City.

Approximately 1,100 new units were added to the City's housing stock. Of this total 5 units were second units on single family lots; 7 were elderly flats or "granny" units; 18 were modular/ manufactured single family homes; 192 units were developed on properties identified from the 1981 Housing Element Vacant Residential Land Survey; 234 senior housing units were developed; a 61 unit senior condominium project was developed and 7 new homes were constructed through the partnership of Neighborhood Housing Services.

These and other housing programs and efforts initiated by the City to accomplish the goals of the City's Housing Element, are discussed in detail in other portions of this Element. This update to the Housing Element continues to demonstrate the City's serious involvement in identification and development of efforts to address the housing needs of the community.

PURPOSE

From time to time, the legislative definition of a housing element as well as the guidelines for its preparation have been modified. Section 65583 of the Government Code now defines a housing element in the following terms:

"The housing element shall consists of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, and scheduled programs for the preservation, improvement, and development of housing. The housing element shall identify adequate sites for housing, including rental housing, factory-built housing, and mobilehomes, and shall make adequate provision for the existing and projected needs of all economic segments of the community."

The present legislative definition, therefore, recognizes each of the three fundamental community housing needs described earlier:

- * Improvement to the housing stock.
- * Financial assistance needs (i.e. adequate provision).
- * Housing production requirements (i.e. adequate sites).

Under Government Code Section 65585, the Housing Element should contain such existing and projected needs of the "locality's share of the regional housing needs....of persons at all income levels within the area significantly affected by a jurisdiction's General Plan." In accordance, this revised Housing Element, explores the regional impact of housing needs and the constraints placed on the city in regards to meeting the Southern California Association of Governments (SCAG) Regional Housing needs allocation.

Chapter II

HOUSING NEEDS

Government Code Section 65583 indicates that the, "the housing element shall consist of an identification and analysis of existing and projected housing needs..."

In response to the legislative mandate, the heart of this revised housing element for La Habra presents key data and analysis which satisfy specific provisions of the Housing Element Guidelines. This analysis of the environment in which housing demand is generated, examines population and employment trends affecting the provision of housing, the physical condition of the housing stock and regional and special reference to groups within the population who face difficulties in obtaining suitable housing.

A. ENVIRONMENTAL SETTING:

The City of La Habra is located in the northwestern Orange County region, bordering on the Orange - Los Angeles County boundary lines. It is immediately adjacent to the cities of Whittier, La Habra Heights, La Mirada (Los Angeles County) to the west and north, to Brea on the east and Fullerton to the south (Map 2). The Southern California region is an attractive place to work and live. La Habra being part of this region shares many of its problems and characteristics.

La Habra is approximately 20 miles southeast of Metropolitan Los Angeles and 100 miles north of San Diego. Having undergone an active growth period in the 60's and 70's, the community is substantially comprised of single family residential neighborhoods and is at this point, substantially built out. As its northern most city, La Habra was one of the first cities to develop in Orange County. The overall growth was initiated in the northern part of the County which includes the cities of Anaheim, Fullerton, Orange, Westminster and Fountain Valley. As vacant land in north Orange County became scarce, the center of growth shifted to the southern part of the County where rapid housing productions increased within new communities such as Irvine and Mission Viejo.

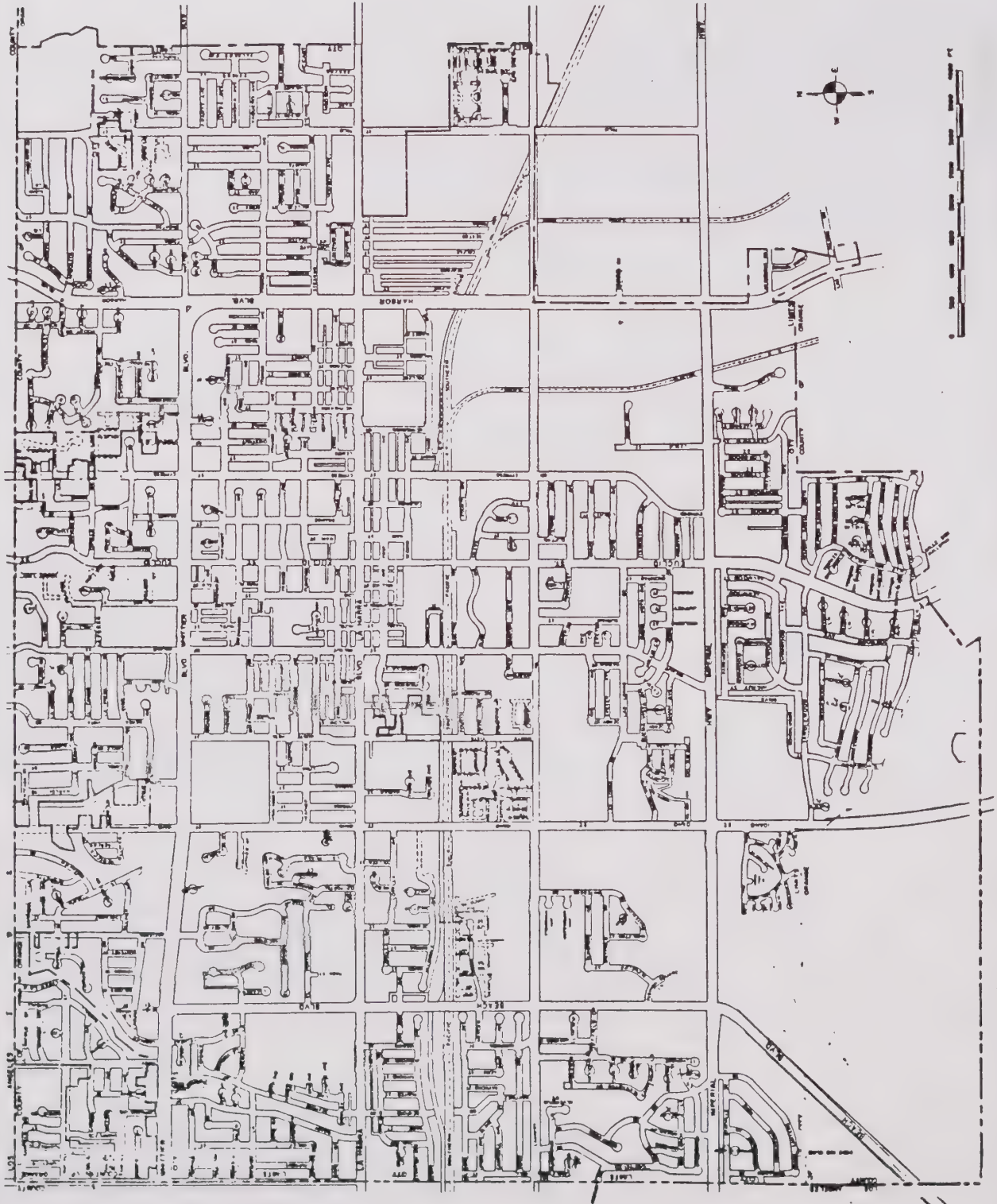
Orange County is one of six counties within the jurisdiction of the local council of governments of the Southern California Association of Government (SCAG). For analytical purposes, SCAG has divided its six county regions into geographic units called regional statistical areas (RSAs). Orange County has ten RSAs; and La Habra is within RSA A-36, which is comprised of the cities of La Habra, Fullerton, and West Brea.

Geographically, La Habra can be included in various regional areas, however, where data is available, La Habra will be considered throughout this Element on a regional basis with Regional Statistical Area (RSA)-36-Fullerton. By utilizing the RSA data for analysis, it provides a smaller region of contiguous jurisdictions for overall comparison to the County of Orange. The RSA areas are also utilized in other agencies for analysis and identification. For example the RSA are consistent with the method the County's Administrative Office utilizes for development monitoring by Community Analysis area (CAA), and is utilized by SCAG in the Air Quality Management Plan. By being consistent, intergovernmental coordination should be more effective in the planning process.

B. HOUSING CHARACTERISTICS:

According to the State Department of Finance (DOF), as of January 1, 1989, there were 18,644 housing units in the City. This reflects an increase of 2,160 housing units (13%) since the DOF estimates for January 1, 1979 (Table 1). However, within this same period, the major increase of housing production occurred between 1979 and 1985, increasing approximately 8.5 percent. Between 1985 and 1989, housing production lessened more than 50 percent with a 3.3 percent increase.

MAP 1
City Map



MAP 2
Regional Map



Currently, single family units, including both detached and attached, and mobile/modular homes total 11,141 units comprise 60 percent of the total housing units. Multiple family apartments and group quarters consisting of 7,503 units comprise 40 percent of the total housing units in the City.

Table 1

HOUSING UNITS			
	1979	1985	1989
SINGLE FAMILY			
Attached/Detached	9,760	10,509	10,500
Modular/Mobile	758	640	641
APARTMENT/MULTI	5,966	6,876	7,503
Total	16,484	18,025	18,644

Source: California Department of Finance Housing estimates January 1, 1979, 1985 and 1989.

1. Housing Tenure Characteristics:

According to the Federal 1980 Bureau of the Census report, renting households live in 42 percent of La Habra's housing units, the same percentage as reported for Orange County. In both the City and County, 60 percent of the housing units are attached/detached single-family homes. La Habra residents (both homeowners and renters), however, have been in their homes somewhat longer than County residents. Still, 48 percent of the homeowners and 87 percent of the renters in 1980 moved into their units between 1975 and 1980, a high turnover rate.

Table 2 presents the basic housing characteristics for La Habra and Orange County. The median housing value in La Habra in 1980 was \$91,516, below the Orange County median of \$106,800. Median gross rent, including utilities, in La Habra was \$317 per month, also less than the County wide median of \$358.

Table 2

LA HABRA AND ORANGE COUNTY HOUSING CHARACTERISTICS 1980		
	La Habra	Orange County
Number of Occupied Units	16,538	686,267
Percent Owner-Occupied	58.2%	60.5%
House Value	\$91,516	\$106,800
Median Gross Rent (1)	\$317	\$358

(1) Includes Utilities

Source: U.S. Census 1980; Urban Decision Systems, Inc.; and Economics Research Associates

2. Housing Stock Condition:

The majority of the housing stock of the City is maturing, as approximately 70 percent was constructed prior to 1970. Though the bulk of the housing stock in the City is between 20 to 30 years old, it is in general, well maintained. The greatest construction activity took place in the 1960s and 70s, consequently, the condition of the housing stock is overall good with some problem areas localized in specific neighborhoods within the central and oldest portions of the community.

In 1980 a housing condition survey was conducted for inclusion into the Housing Element (Table 3). The survey was conducted in order to grade residential structures according to their various degrees of soundness, deterioration and dilapidation. The survey was conducted within the Neighborhood Strategy Area, which is the area of older residential neighborhoods found in the center of the City (Map 3). The results of the survey indicated that 184 units required substantial rehabilitation and 57 units were in need of replacement.

To update this data, a current survey was conducted in 1988. The housing stock in need of attention was placed into two categories, those in need of rehabilitation and those in need of replacement. Units requiring rehabilitation were those dwellings which would require more substantial repair than those provided in the course of regular maintenance. Housing units in need of, or close to needing replacement were those which have sufficient defects as to require extensive repair and reconstruction in excess of the value of the structure. The updated survey was taken city wide, however, the majority of the figures regarding substantial housing rehabilitation and replacement were found to be in the Neighborhood Strategy Area, the central area of the City. Thus, the survey results should be somewhat comparable.

According to the updated survey, 180 units or approximately 1.00 percent of the entire housing stock of the City are in need of some rehabilitation (Table 4). Approximately 25 housing units or 0.13 percent, are in need of replacement. This represents a minuscule portion of the entire housing stock of La Habra. Most of these units are found in the Neighborhood Strategy Area, the older neighborhoods which exhibit some mixed density and/or mixed use.

The comparison between both surveys of 1980 and 1988 indicates that the vast majority of the housing stock in the City remains in sound condition and is well maintained. The central area of the City which was initially developed and therefore the oldest area of the community has the most concentration of the housing stock which requires substantial rehabilitation; however, this deteriorating condition has decreased in time. Dilapidated housing needing replacement has also decreased since 1980.

Table 3

SURVEY OF HOUSING CONDITIONS 1980
Neighborhood Strategy Area

Sound condition	3,959
Needing substantial Rehabilitation	184
Dilapidated, replacement	57
Total	4,164

Source: 1981 La Habra Housing Element Field Survey performed by TDC Planning,
Alfred Gobar Assoc., Inc. and Barbara Weightman Assoc., 1980.

MAP 3

NEIGHBORHOOD STRATEGY AREA

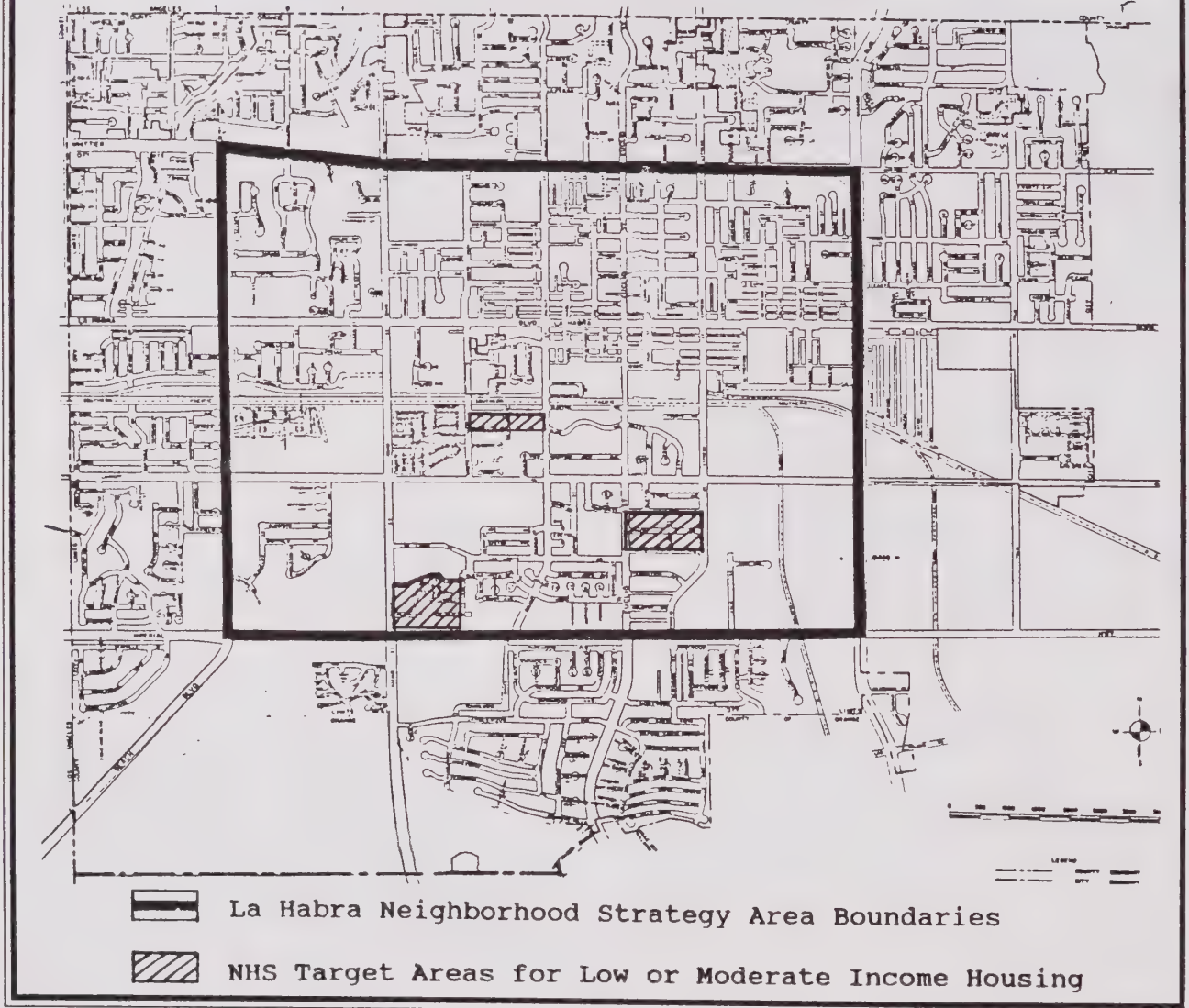


Table 4

SURVEY OF HOUSING CONDITIONS
1988
City wide

Sound condition	17,964
Needing Substantial Rehabilitation	180
Dilapidated, Replacement	25
Total	18,169

Source: La Habra Planning Department, Clair Associates Inc. 1988.

C. POPULATION CHARACTERISTICS:

La Habra experienced its major growth in the 1950's through the 1970's and currently, the City is substantially developed, likewise, construction activities have significantly lessened. La Habra's population currently stands at 49,005 residents, according to the 1989 California State Department of Finance estimates. This population resides in some 18,644 housing units. Between 1979 and 1989, La Habra gained 4,937 (11.2%) new residents, but experienced an increase of 2,160 (13.1%) housing units. This higher rate of housing production compared to the rate of population growth is a function of the replacement of older single family units with multiple family apartments and condominiums as well as a significant gain in the number of single person households. By the year 2000, the population of urbanized La Habra will stabilize and only a minor increase of housing production will occur. Replacement of existing housing will substantially lessen as the rehabilitation takes place and scarcity of appropriate land for higher densities occurs. However, on a positive note, it is expected that employment opportunities will increase with redevelopment of existing commercial areas, which would provide a more balanced community.

La Habra shares many of these same trends with its bordering communities within the RSA A-36 area (Table 7). Housing and population will continue to increase on a limited scale and will not dramatically out balance one another. The economic trend would indicate that employment opportunities will continue to improve in the City as projected by the Orange County Administrative Office forecast report of 1989 which shows an employment opportunities increase of 26 percent, between 1980 and 1988. The only significant difference is that La Habra is projected to lose population due to household changes, whereas the RSA-36 area will continue to experience increased population. The County on the whole however, will experience serious future demand for housing due to a current increase of population of 16 percent and 13 percent increase of employment generation between 1980 and 1988. Within that same period, the County only increased housing by 1.6 percent. Within the region, because of changing sociological and income conditions, the demand for housing has advanced at a faster rate than the overall pace of population growth (Table 5).

Table 5

POPULATION AND HOUSING City of La Habra 1979-1989						
	1979	1980	1985	1988	1989	% INC.
Population:						
Total	44,068	46,492	47,944	48,798	49,005	11.2
Households	43,915	46,280	47,647	48,420	48,590	10.6
Mobilehome	1,267	1,026	976	995	*	-27.3
Group Qts.	153	214	297	378	415	171.2
Housing Units:						
Total	16,487	17,672	18,025	18,419	18,644	13.1
Occupied	16,155	17,081	17,409	17,911	18,022	-
S.F.	9,760	10,652	10,509	10,507	10,500	7.6
2 -4 units	1,462	1,213	1,318	1,384	1,440	-1.5
5 + units	4,504	5,177	5,558	5,887	6,063	34.6
Mobilehomes	758	630	640	641	641	-18.2
Vacant %	2.00	3.34	3.42	2.76	3.34	6.6
Pop/HH	2.71	2.70	2.73	2.70	2.69	-0.8

*Mobilehomes households were included in total household estimates and were not separated for 1989.

Source: California State Department of Finance, estimates 1979-1989.

1. Age of Population:

Between 1980 and 1989, the population of the City increased 11.2 percent, however the population per household has reduced 0.8 percent. The population characteristics according to the 1980 Census, indicated that 30% of the residents were under 20 years of age, 61% within the 20 to 64 year age bracket, and 8.5 percent of the population was 65 years of age or older. Accommodating the population increase, within the same period, an increase of 13 percent of new housing was produced consisting of 790 detached single family homes (7.5 % increase) and 1,559 multiple family and attached single family homes (34.65 % increase).

Within the four year period between 1976 and 1980, there was a slight decline in the number of school age children and residents between the age of 35 and 54. The population however, increased in percentage of residents between the ages of 20 and 34 and significantly increased with residents that are 55 and older (Table 6).

Table 6

AGE OF POPULATION City of La Habra					
Age Category	1976 Special Census		1980 Census		% CHANGE
0 - 9	6,093	14.16%	6,192	13.69%	1.62
10 - 19	8,378	19.47%	7,586	16.77%	-1.04
20 - 34	10,978	25.52%	12,538	27.72%	1.42
35 - 54	10,776	25.05%	10,264	22.69%	-0.49
55 - 64	3,771	8.76%	4,792	10.59%	2.70
65 - +	3,016	7.01%	3,855	8.52%	2.88
TOTAL	43,012		45,227		

Table 7

POPULATION AND HOUSING, EMPLOYMENT TRENDS
Orange County, RSA-36, La Habra 1980 -2000

POPULATION

AREA:	1980-88			1995-00		
	1980	1988	% INC.	1995	2000	%INC.
LA HABRA	45,050	48,798	8.3	49,424	48,274	-2.4
RSA-36	168,782	183,494	8.7	186,100	188,900	1.5
COUNTY	1,921,500	2,238,721	16.5	2,463,800	2,549,200	5.5

HOUSING

AREA:	1980-88			1995-00		
	1980	1988	%INC.	1995	2000	%INC.
LA HABRA	16,928	18,419	8.8	19,257	19,314	0.3
RSA-36	64,578	69,408	7.5	73,500	75,900	0.6
COUNTY	709,562	829,256	1.6	935,800	1,002,100	7.1

EMPLOYMENT

AREA:	1980-88			1995-00		
	1980	1988	%INC.	1995	2000	% INC.
LA HABRA	14,350	18,164	26.6	22,326	23,030	3.1
RSA-36	88,722	98,262	10.8	132,600	136,600	3.0
COUNTY	1,067,100	1,205,040	12.9	1,473,800	1,613,000	9.9

Sources: U.S. Census, 1980, Orange County Administrative Offices - Estimates Orange , County
 Progress Report 1988-89, and California Department of Finance City of La Habra Estimates

2. Ethnicity:

The ethnic characteristics of the City's population, according the the 1980 Census, indicates 85.8% of the population as White, 0.3% Black, 0.6% Native American and 2% as Asian. Of the total White population, 26% consists of residents of Spanish surnames, or 22% of the total population (Table 8).

Table 8

ETHNIC CHARACTERISTICS
U.S. Census 1980

TOTAL PERSONS	45,232	% OF TOTAL
WHITE	38,787	85.75
(SPANISH SURNAME)	10,052	(22.22)
BLACK	144	0.31
NATIVE AMERICAN	269	0.59
ASIAN	992	2.19
OTHER	5,040	11.14

Source: 1980 Census

3. Income Characteristics:

Table 9 presents population income characteristics for La Habra and Orange County. La Habra's 1980 median household income was \$21,070, or 6.6 percent less than the county wide median household income. "Median" income is the middle income figure at which half of the households in the area have greater incomes, and half have lower incomes. A 1986 projections by Urban Decision Systems, estimated that the median household income in 1991 for the City would be \$37,088 as compared to the estimated County median of \$39,875.

The 1980 income per capita in La Habra of \$8,824 was 7.8 percent less than the county wide per capital income figure. Per capita income is total income in an area divided by the total population. Despite La Habra's lower average income relative to Orange County, its income level is significantly higher than the median for Los Angeles. The 1980 median household income in La Habra was 20 percent greater than the Los Angeles median household income of \$17,653.

Also, La Habra's income per capita is increasing at a faster rate than Orange County's income per capita. As shown on Table 9, La Habra's income per capital increased by 133.3 percent during the 1970's while Orange County's per capita income increased by 122.5 percent during the decade. Projected by Urban Decision Systems, Inc., La Habra's income per capita will more than double in 1991 to \$18,148 compared to the County's \$19,021 for the same year.

Table 9

INCOME CHARACTERISTICS City of La Habra & Orange County 1970-1980		
	Median Household Income	Income Per Capita
La Habra		
1970	N.A.	\$3,785
1980	\$21,070	8,824
Percent Change	N.A.	133.3%
Orange County		
1970	N.A.	\$4,299
1980	\$22,557	9,567
Percent Change	N.A.	122.5%
N.A. means not available, 1970 Census did not report house hold income figures.		
Source: U.S. Census 1970 and 1980; Urban Decision Systems, Inc.; and Economic Research Associates.		

Table 10 presents 1980 household income distribution in La Habra. Approximately 42 percent of the households had annual incomes in excess of \$25,000, and 18 percent had annual incomes less than \$10,000.

Table 10

HOUSEHOLD INCOME DISTRIBUTION
City of La Habra 1980

Income Groups	Households	Percent
Less than \$5,000	1,234	7.6 %
\$ 5,000- 9,999	1,723	10.6
\$10,000-14,999	2,130	13.1
\$15,000-19,999	2,205	13.6
\$20,000-24,999	2,117	13.0
\$25,000-29,999	1,691	10.4
\$30,000-34,999	1,515	9.3
\$35,000-39,999	1,033	6.4
\$40,000-49,999	1,207	7.4
\$50,000-74,999	964	5.9
Over \$75,000	405	2.5

Median \$21,796

Average \$26,159

Source: U.S. Census, 1980 and Economic Research Associates.

D. EMPLOYMENT TRENDS:

One of the ideal goals of a community is to become more "balanced" and self contained, whereby people live, work and recreate within the convenience of the community. The City of La Habra, through the implementation of the General Plan has strived for this community balance. One of the objectives of the General Plan is to shorten journeys to work by encouraging the location of job generating uses into the City. For La Habra, the 1980 Census indicates that mean travel time of the residents in the City is 24.5 minutes, which means that the majority of the residents work outside of the community. La Habra being on the border between Orange County and Los Angeles County also shows, that 55.7 percent work within Orange County and 44.3 percent work in Los Angeles and other neighboring counties.

La Habra could be considered a housing rich community by indication of jobs to housing units ratios. According to the Orange County Administrative Offices forecasts (Table 7), the City in 1980 was estimated to have a job/housing ratio of 0.8477. In 1988, the County offices projected that this ratio was improved at 0.986. If goals are achieved in accordance with the General Plan, and job generating users are encouraged into the City, the ratio will again improve to a projected ratio of 1.15 by the year 2000.

The 1980 Census also reported that over 65 percent of La Habra families have two or more working members. This is slightly higher than the region and substantially higher than the state or nation. It is estimated that this trend will continue on through the rest of the century. The resulting increase in the La Habra labor force available for local employment opportunities can assist in mitigating the job/housing imbalance, high cost and aggravation of urban congestion.

Table 11 delineates the occupational breakdown of employed city residents, according to the 1980 Census. City residents tend to be employed in "white-collar" professions and occupations. The largest job category is clerical, followed by managerial and professional/technical positions. Approximately 40 percent of La Habra residents are employed in "blue-collar" professions, compared to 38 percent in Orange County as a whole who are employed in such professions.

Table 11

OCCUPATION DISTRIBUTION City of La Habra 1980		
	Number	Percent
Professional/Technical	3,240	14.1 %
Managerial	3,440	15.0
Clerical	4,213	18.4
Sales	2,812	12.3
Total White Collar	13,705	59.8 %
Craftpeople	2,794	12.2
Operatives	2,643	11.5
Service Workers	888	3.9
Farm Workers	291	1.3
Total Blue Collar	9,226	40.2 %
Total	22,931	100.0
Source: U.S. Census 1980, Urban Decision Systems Inc. and Economics Research Associates.		

E. SPECIAL NEEDS:

There are certain categories of householders who, because of their physical condition, particularly space requirements or other factors are "special need households". These households include the handicapped, elderly, large families, farmworkers, families with female head of households and families with persons in need of emergency shelter.

1. Disabled/Handicapped:

The disabled/handicapped is defined as persons determined to have a physical impairment or mental disorder which is expected to be of indefinite duration and is of such nature that the person's ability to live independently could be improved by more suitable housing conditions.

The 1980 Census indicates that the number of persons who have physical disabilities that are either work and/or public transportation related, totaled 2,338. Of this total 1,238 persons (52%) were prevented from working because of such disabilities. Total number of adults residents (16 years and over) unable to work is 5.5 percent of total labor force.

To assist the handicapped in providing adequate housing to meet their special needs, the state of California, in 1984, mandated Title 24, of the Uniform Building Code. Title 24 provides regulations for adaptability and accessibility of new apartment buildings to provide for the safety and welfare of physically handicapped inhabitants and visitors.

An adaptable apartment is one that is accessible for entry and circulation and that can at any future point, be adapted to meet specific needs of a handicapped person. A developer of a project consisting of 5 or more apartment units with ground floor units having livable space, must allocate \$780.00 per unit to insure handicap adaptability and accessibility. These improvements would include the installation of wider doors, grab bars, lower cabinets, lower light switches and sidewalks on front door ramps.

Since Title 24 went into effect in September of 1984, the City of La Habra approved 11 apartment complexes consisting of a collective total of 121 units. Of this total, 79 units or 65 percent, were handicapped accessible units.

2. Elderly:

Another population segment which requires special consideration is the elderly. "Elderly" is defined as a person 62 years of age or older. According to the 1980 Census, 4,987 residents were reported as 62 years or older, comprise 11 percent of the total population of 45,232. Of the total elderly, 2,945 or 59 percent are female. The 1980 Census, however, provides additional data on residents that are 65 years and older. Residents 65 and older comprise 8.5 percent of the total population. Of those residents of 65 and older, 98 percent are residing in households and only 2 percent are in institutions. Of the total population of 65 and older, 43 percent live alone. Householders 65 years and older occupy 17 percent of the total occupied housing units in the City (Table 12).

Table 12

ELDERLY TENURE		
	Housing	Occupancy
Owner Occupied	1,590	61%
Owner Occupied below poverty level	322	
Renter Occupied	1,006	39%
Renter Occupied below poverty level	725	
Source: 1980 Census.		

The elderly, with relatively fixed incomes, may be very vulnerable to rapidly rising housing costs. The majority of the elderly below poverty level are renters and for these residents, on fixed or modest incomes, housing costs may reduce monies needed for life's necessities such as food, clothing, and medical care, as well as for entertainment and transportation. They are further affected as housing and land costs impact the commercial/retail enterprises they patronize.

3. Overcrowding/Large Families:

Overcrowding is an indicator of households who lack adequate space and privacy to meet their daily needs. The existence of this need is measured on the basis of the Census which defines an overcrowded unit as one occupied by 1.01 persons or more per room. Overcrowding is an indicator of households who may be financially unable to obtain adequate space for their needs, and not necessarily a reflection of an inadequate physical condition of the housing unit. Overcrowding therefore, is a household characteristic that could be synonymous with the needs of Large Families (defined as 5 or more family members).

According to the 1970 Census, the number of overcrowded households was 6.1 percent of all households occupied. In 1980, the number of overcrowded households decreased to 5.6 percent (Table 13).

Similarly, in 1970, the Census indicated that 21 percent of the occupied units were inhabited by large families, whereas in 1980, the Census shows a significant decline to only 12 percent of large families residing in the city.

Table 13

OCCUPIED HOUSEHOLDS COMPARISON				
	Census 1970		Census 1980	
Median Number of Persons				
Per Total Units	3.06		2.36	
Per Owner Units	3.59		2.66	
Per Renter Units	2.55		2.02	
Total Occupied Units	12,612		16,538	
Large Families	2,670	21.2%	1,981	11.9%
Overcrowded Units	767	6.1%	976	5.6%
Source: 1970 and 1980 Federal Census.				

4. Farmworkers:

Another segment of the population which requires special housing consideration are farmworkers. According to the 1980 Census, 291 residents classified their occupation as farm workers, comprising 1 percent of the total employed City residents and representing approximately a fraction of one percent of the total population. It should also be noted, that there are no farms or agricultural uses in the City.

5. Female Head of Households:

The U.S. Census indicates that La Habra contained 16,538 households in 1980. Although the majority 60.3 percent of the households, contained married couples with 2-4 total family members, there were a considerable number of single person households (21.3 percent), single adult family households (13.2 percent) and unrelated person households (5.14 percent) (Table 14).

An analysis of the single family adult head of households, shows that 76.7 percent of the total have adult female households. This group typically displays a need for housing assistance due to the demand for day care services and lower wages earned, and is therefore identified as a special needs group.

Table 14

HOUSEHOLD TYPES			
Total Households	16,538		
Living Alone	4,373	26%	
Families	12,165	74%	
Families			
Married- families	9,974	82%	
Single- families	2,191	18%	
Single			
Male household	532	24%	
Female household	1,659	76%	

Source: U.S. Census 1980.

Female head of households represents approximately 10 percent of the total households in the City as of 1980. Of the total number of female head of households, a substantial majority, 1,024 or 62 percent, have children under the age of 18. Though, the majority of female households were in the labor force, this segment of the community generally represents one of the lowest categories of wage earners as compared to other householders. For the 600 families identified as earning income below 1979 poverty level, female head of households comprised 275 or 45.8 percent of the total (Table 15).

Table 15

FAMILY INCOME BY TYPE	
FAMILIES	\$27,141
With own children under 18 yrs.	27,191
Without own children under 18 yrs.	27,091
MARRIED-COUPLE FAMILIES	29,075
With own children under 18 yrs.	30,166
Without own children under 18 yrs.	28,091
FEMALE HOUSEHOLDER/NO HUSBAND FAMILIES	15,652
With own children under 18 yrs.	13,621
Without own children under 18 yrs.	19,327

6. Emergency Shelter/Homeless:

The question of whether or not there is an actual existing need for housing for those persons and families that are without any means of shelter, and are basically "homeless", is addressed in this element.

In recent years, the population of the homeless has grown to national significance. The prime cause of this national problem of homelessness is the lack of affordable housing. Unemployment, poverty, malnutrition and illiteracy are also factors which contribute to the vicious cycle of poverty. The homeless population in the nation can be divided into two major groups, the chronically transient and families with small children.

The chronically transient homeless person is usually a de-institutionalized mental health patient. These people are often alcohol/substance abusers, although mental illness, respiratory infections and malnutrition are common contributors to the general poor health of the homeless person. They are predominantly male and usually they know how to utilize available charitable and government services. Families become homeless for different reasons than that of the transient person. A certain percentage of homeless families come from other areas seeking employment. Their efforts are hampered in part by outdated skills. They usually are able to find employment in minimum wage jobs, however, they rarely make enough money to support their families. In other situations, medical illness has depleted a family's savings and other assets. Commonly, these families are living on the economic edge to begin with. Rent payments for shelter in some of these cases are two thirds of a family's monthly income, leaving insufficient amounts for food and other necessities such as medical care. If a wage earner in this type of a situation loses his/her job, the family cannot pay their rent and are evicted. They resort to living in their cars and depend upon community service programs and churches for food and shelter.

While larger cities may have definitely recognized and dealt with their homeless population, this City has historically, been largely untouched by this type of a problem. The La Habra Police Department, during the preparation of this Element, performed several City wide inspections to ascertain the number of homeless persons within the City boundaries. According to their report, there are apparently not more than six homeless persons in the City at any one time. For example, one inspection reported that there was one small family, an adult female, and the rest adult males. These numbers, however, account only for the obvious "visible" homeless. The majority of these

adult males. These numbers, however, account only for the obvious "visible" homeless. The majority of these visible homeless are "residents" who are adults and for reasons of their own, choose to live in this manner, though assistance from the City has been offered and provided.

To assist these persons, and others in dire need of shelter, the La Habra Community Resource Care Center governed by the Resource Council, a non-profit organization, was formulated in 1983. The Center was formed with the cooperation of 12 local churches and organizations with monetary contributions from the City of La Habra. The organization was formed in an effort to avoid duplication of services to the needy. The Care Center was opened in October of 1986. The La Habra Community Resource Care Center reports that an estimated 54 percent of their clients are families with children, 12 percent are single females with children and 34 percent are single males and married couples without children. The type of assistance requested of the Center range from; emergency lodging, utility assistance, gasoline vouchers, bus passes, rental assistance, food, and/or clothing.

For inclusion in this Element, the City attempted to quantify the "invisible" homeless. The Center surveyed in April 1989, a total of 504 individuals that they assisted, which they identified as 286 adults including approximately 100 as single adults, and 219 children. Of this total, 8 families requested some type of assistance for shelter.

The Center provides emergency lodging in the City at the Sunset Inn Motel, the Oasis and the Highland Motel which have voucher agreements with the Center (Map 4). In a given week the Center may send approximately 2-3 families to these temporary shelters because of emergency situations, i.e. fire, eviction, domestic abuse, etc.. Most families however request monetary assistance because they are living on the "edge", in an apartment and unable to pay the rent. Without rental assistance these families would most definitely become homeless.

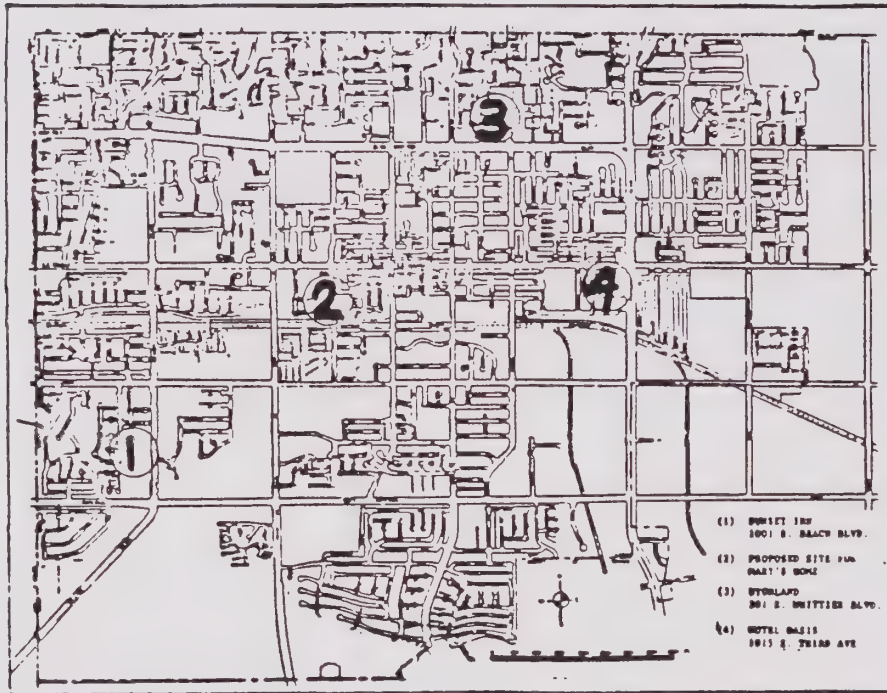
The estimated number of homeless in the City also coincides with a report prepared by the Research Committee of the Orange County Homeless Issue Task Force, entitled; " Demographic Profile and Survey of Homeless Persons Seeking Service in Orange County," February 1990. The Task Force, founded by Senator Marian Bergeson in 1986, surveyed for this report, a total of 6 respondents (homeless persons), in the City of La Habra.

The Resource Care Center also refers people to various organizations within the County for extended shelter needs, and to the City's Jobs Plus Program offered by the Employment And Training Department at City Hall for employment opportunities.

While the homeless population in the City has not reached unmanageable proportions, it is evident that some need exists. The data collected on the count of the homeless for this section of the Element, should however, be considered at minimal because of the many unknown factors involved. For example, the survey could not include persons or families temporarily sheltered in private homes of City's residents, persons living in a nonhabitable structure such as a garage, living in a motel, and/or those homeless who do not seek any type of assistance and are not readily visible.

The City's Social Services Department currently operates several programs to assist the homeless and others in need, with food, clothing and costs for temporary emergency shelter. Other pro-grams being anticipated and studied is the possible development of an interim shelter facility for homeless in the City, (Map 4, #2).

Map 4
Location of Temporary Shelters



F. REGIONAL HOUSING NEEDS:

State Housing Law requires SCAG to identify Existing and Future Housing Needs every five years. The most recent (1988) Regional Housing Needs Assessment (RHNA), identifies each jurisdiction's Existing Housing Needs in relationship to the regional setting, as of January 1, 1988 and Future Housing Needs to July 1, 1994.

Existing Need in the 1988 RHNA is defined as the number of lower income households paying more than 30 percent of their income for housing. The data base in the 1988 RHNA is the 1980 Census.

Future Need in the 1988 RHNA is defined as the number of units that need to be added to each jurisdiction to accommodate the forecasted growth in the number of households by July 1, 1994, as well as the number of units that would have to be added to compensate for anticipated demolition and changes to achieve an "ideal" vacancy rate.

1. Existing Need:

According to the RHNA, La Habra (1988) has a total of 17,911 households. Of these, 2,918 (16%) are lower-income households in need. Households having existing need for affordable shelter are those that earn 80% or less of the median income of the County and are paying more than 30 percent of their income toward a shelter

payment. Households in need are categorized as low and very low income, for example, a family of four would have an income of \$23,450 for very low and \$34,000 for low (Table 6). A very low income family would have to pay \$7,035 (30% of total income) or more for shelter and the low income family would pay \$10,200 (30% of total income) or more. This type of existing housing need is further broken down by tenure type (owner and renters) in the RHNA.

Table 16

LA HABRA HOUSING NEEDS ASSESSMENT 1989-1994
Existing Need

Very Low Income		Low Income		Total
Owner	Renter	Owner	Renter	
287	1,473	219	939	2,918

Source: RHNA, Revised December 1988.

2. Future Need:

The RHNA, projects future needs for La Habra during the projected five year growth, adjusted for vacancy and the local income distribution. For the 1989 - 94 period, it is estimated that 1,082 housing units will be needed in the City to meet future demands. This growth need is distributed according to income category as follows:

Table 17

FUTURE HOUSING NEEDS BY INCOME CATEGORY

Income Category	5-Year Growth Need 1989-1994	
Very Low (0 - 50%)	192	17.7 %
Low (51 - 80%)	255	23.5 %
Moderate (81 - 120%)	253	22.7 %
High (121% +)	391	36.1 %
Total	1,082	100.0 %

Source: RHNA, Revised December 1988.

Though 41.3 percent of future housing needs is for the lower income households, 58.7 percent of the household needs in the City are for the moderate to higher income households (Table 17).

The State Housing Law requires that in allocating future needs by income levels for each city, that "impaction", or the concentration of lower income households, be avoided. This means that the percentage distribution of very low and low income households accommodated by additional units should be less than the existing percentage of such lower income households in jurisdictions that already exceed the regional average percentage of such households.

The intent of the RHNA therefore, is to avoid impaction by allocation of reduced percentages of lower income and increased percentages of moderate and high income units to impacted jurisdictions, while doing the reverse for nonimpacted jurisdictions.

However, by comparison to Orange County, approximately 70 percent of the City is comprised of mature housing by land use. According to the Revised RHNA, 1988, there are 41.7 percent of the households that are lower income in the City (Table 18). This percentage exceeds the regional average of 40.2 percent. This means that the RHNA adjusted allocations to avoid impaction was to give future need lower income percentages 25 percent closer to the regional average percentage than the percentage now existing in each jurisdiction.

Though this may have been uniformity applied, the results are that some jurisdictions already impacted or have a high percentage of concentration of lower income households, are assessed with higher percentages of future needs than those cities with lower percentage of housing for the lower income categories of households.

La Habra to meet its future needs (five year period), would have to increase its current households units by 447 (2.5%) to provide for lower income households.

Table 18

CITIES IN ORANGE COUNTY PERCENTAGES OF FUTURE NEEDS
Regional Housing Needs Assessment 1989-1994

Jurisdiction	Existing Total HH	Existing Total % LIHH	Future Lower Inc. (%VL & L)	Future Higher Inc. (% Mod & Up)
Anaheim	88,003	44.6	43.0	57.0
Brea	12,003	30.2	32.7	67.3
Buena Park	22,749	36.9	37.8	62.2
Costa Mesa	36,909	46.8	38.8	61.3
Cypress	13,718	25.5	29.2	70.8
Fountain Valley	17,315	21.6	26.3	73.8
Fullerton	40,591	40.2	40.2	59.8
Garden Grove	45,113	40.2	40.2	59.8
Huntington Bch	68,395	34.7	36.1	63.9
Irvine	36,398	20.1	25.1	74.9
Laguna Beach	11,329	43.5	42.7	57.3
La Habra	17,911	41.7	41.3	58.7
La Palma	4,821	18.9	24.2	75.8
Los Alamitos	4,286	39.2	39.5	60.5
Mission Viejo	17,148	18.4	27.2	72.8
Newport Bch	31,415	32.3	34.3	65.7
Orange	36,197	39.4	39.6	60.4
Placentia	12,976	28.3	31.3	68.7
San Clemente	15,874	47.4	38.6	61.4
San Juan Cap.	8,611	34.7	36.1	63.9
Santa Ana	70,255	49.1	36.4	63.6
Seal Beach	13,985	56.0	37.3	62.6
Stanton	10,275	52.2	34.8	65.2
Tustin	18,194	45.5	42.1	57.9
Villa Park	1,867	7.1	15.4	84.6
Westminster	25,117	36.4	37.3	62.7
Yorba Linda	14,436	18.9	24.2	75.8
Unincorp. Area	123,246	31.6	33.8	66.3
Total County	801,989	37.6	34.6	65.4

LIHH = Percentage of Lower income households paying more than 30% of income for Shelter (overpaying)

%VL and L = Percentage of very low and low income with 25% impact avoidance adjustment and further adjustment for highly impacted localities. Percentage of total additional units needed for VL and L Households.

Source: SCAG RHNA, Revised, December 1988.

Chapter III

AVAILABILITY OF SUITABLE SITES AND FACILITIES

In accordance with Government Code Article 10.6, the Housing Element is to provide "an inventory of land suitable for residential development, including vacant sites and sites having potential for redevelopment, and an analysis of the relationship of zoning and public facilities and services to these sites".

A. VACANT LAND SURVEY:

The major constraint for the City in providing new housing, is the lack of vacant land available for any type of development. With the exception of the recently incorporated territory of Chevron U.S.A. oil production fields, the City is completely built out. Vacant or underutilized sites are dominantly small infill parcels with potential development dictated by existing surrounding uses more than the current or potential zoning designations. The total area of vacant land in the City represents a fraction (0.04) of the total acreage of the City.

Table 19

VACANT AND POTENTIAL SITES FOR RESIDENTIAL DEVELOPMENT

Site Location	Acreage	Highest Est. Potential # of units	Constraints
1. *La Habra/Walker	1.0	40***	Partly developed, R1A
2. *Idaho/Imperial	3.7	55	Topography, R-3-Multi.F
3. *N. Harbor	2.5	3	Topo., Approved 3 lots
4. *Idaho/RRT	7.0	161**	Zoned C-P, Hospital
5. *Lambert/Beach	3.5	49	Zoned M-1, part vacant (assumes Medium Density consistent with area)
6. Macy/Whittier	.2	5**	Zoned C-2 (Commercial)
7. Beach/Merced	1.0	23**	Zoned C-3 (Commercial)
8. SW Beach/Lambert	1.8	42**	Zoned C-2 (Commercial)
9. SE La Habra/Dexter	.5	11**	Zoned C-2 (Commercial)
Totals	21.2	389	

- * Potential development within 5 year time frame Element
- ** Assumes zone change to highest density of 23 units/1 acre.
- *** Potential site for Homeless, transition facility.

Source: La Habra Planning Department

Of this total potential of 21.2 vacant (or near vacant) acres, 3.5 acres are currently zoned for single family development (up to 7 units to the acre), 3.7 acres are zoned for medium density multiple family (8-14 units to the acre), which includes either ownership or rental units. None are designated for mobilehomes. Of all 9 vacant

sites listed, 5 sites (17.7 acres) may possibly be developed within the 5 year planning horizon of this Element, representing a maximum cumulative total of 308 units, (if all required land use changes are approved). Of the remaining 3 sites, all would require land use designation changes on both the General Plan and zoning to provide for housing. This option on the latter 3 sites is further constrained by location as each lot abuts commercial development (Table 19).

Overcoming all physical and economic constraints, if all of these 9 potential sites were ultimately developed or redeveloped for residential uses, the potential total units generated could yield 389 housing units. The 1988-94 regional housing allocation model indicates that 447 housing units are needed to meet the needs for low and very low income households. The development of these sites may assist in reaching a portion of this goal.

B. LA HABRA BOULEVARD SPECIFIC PLAN:

The City has undergone an extensive market and land use study of the City's downtown area, centrally located along La Habra Boulevard approximately between Beach and Harbor Boulevard. The study was to determine the existing and future potential for retail and residential development within this oldest section of the City. The result of the comprehensive study was the development and adoption of the La Habra Boulevard Specific Plan. The Plan focuses on economic revitalization with efforts to protect and expand those areas on La Habra Boulevard of "sound" condition and quality. Areas of isolated and deteriorated single family lots and obsolete small commercial storefronts, provide opportunities to be phased out for appropriate multiple family developments or new commercial centers.

A new General Plan land use designation was created and adopted and referred to as "Transitional Residential-Commercial". The transitional residential-commercial category allies where older residential uses are located in areas usually identified as substandard or nonconforming in terms of improvements and lot characteristics. The long-term goal in these areas is to remove obsolete existing low-density residential uses in order to develop opportunities for large lot (consolidation of existing nonconforming lots), commercial development, or as appropriate, medium to high density residential (predominantly rental developments because of location).

There are basically ten areas, collectively comprising approximately 14 acres within the La Habra Boulevard Specific Plan area that were re-designated for Transitional Commercial-Residential. These areas consist of several adjacent lots, and if ultimately developed for high density, would yield approximately 312 residential units (Table 20). However, the major constraint for development is that the majority of these areas consists of developed individual lots owned by different owners. Of the cumulative total of 14 acres, approximately only .861 acres are vacant representing six separate lots. However, major development cannot occur without the consolidation of lots within an area and not by infill development of vacant, small nonconforming lots. The Redevelopment Agency will be considering in the near future, potential development in this area on approximately .505 acres, (consolidation of 4 vacant individual lots) for redevelopment for housing of either 13 units for small families or 18 units for seniors.

Table 20

TRANSITIONAL SITES

Site Location	Est. Max Acreage	High Density	#of Lots	Major Site Constraint
1. SE Deanna/La Habra Blvd.	1.92	44	2	Developed
2. NE Willow/La Habra Blvd.	.956	22	7	Developed
3. NW Leora/La Habra Blvd.	.404	9	3	Developed
4. NW Walnut/La Habra Blvd.	1.180	27	9	Developed
5. SW McPherson/La Habra Blvd.	1.937	44	12	Developed
6. NE Cypress/La Habra Blvd.	.805	18	4	Developed
7. NE Lemon/La Habra Blvd.	2.86	66	10	Developed
8. NE McPherson/La Habra Blvd.	.895	20	6	Developed
9. NE College/La Habra Blvd.	.895	20	6	Developed
10. SW College/La Habra Blvd.	1.829	42	7	Developed
Totals	13.681	312	66	

Source: La Habra Planning Department.

The ultimate housing potential that all these sites will be developed as high density is unlikely, considering other environmental and market constraints which may direct commercial uses as more viable. Potential development or redevelopment of these sites will be long term based on attrition of current improvements.

C. SCHOOL SITES:

There are 15 schools sites located within the City. All the sites are currently in use for education purposes either as public or private facilities. During 1981, the City initiated rezoning of 12 of these school sites for best use considering the area of location in preparedness for potential closures due to the then, current trend of reduced number of households with children.

The underlying zoning of 10 of the 12 sites are designated for residential development (Table 21). Should the need for continued school in the City no longer exists, the potential for redevelopment for residential usage would be as indicated on table 21.

These school sites are alternative and potential sites for future housing. However, the social trend of children in households is slightly increasing as indicated by recent school district enrollment. Generally, annual school

Table 21

SCHOOL SITES

Location of Sites	Zoning	*# Of Potential Units
1. Macy School	R1B	35
2. Starbuck	R1C	54
3. Olita School	R1C	47
4. El Portal	R1C	37
5. Los Positas/and	R1C)	131
6. Imperial Jr. High	R1C)	--
7. El Cerrito	R1B	20
8. Walnut	R1C	35
9. Las Lomas	R1C	29
10. Washington	R1C	55
11. Arbolita	R1B	37
12. Sierra Vista	R1C	36
Total		516

* Not maximum density, but less land for street inclusion.

Source: La Habra Planning Department.

enrollment is increasing an estimated 1.7% County wide. The La Habra Elementary school districts are estimated at 1.1-1.2 annual percent increase. If this trend continues, closure of school sites will not be a readily available option for future potential development for additional housing.

D. UNINCORPORATED AND INCORPORATED LAND:

There are basically five Orange County "islands" located within the jurisdictional boundaries of the City. All of these unincorporated islands are residentially developed, and thus incorporation would raise the existing housing stock total of the City, but will have no effect on the regional housing need assessment.

In 1988, the City annexed 15 acres of Chevron U.S.A. land which was approved and has been developed with 31 single family detached homes.

The City recently, in 1989, annexed approximately 370 acres of oil production land which was within the City's Sphere of Influence located at the southern boundary of the City's limits. The recently annexed territory is owned by Chevron U.S.A. and is currently part of their administration and production facilities. The site is currently utilized and developed for oil production and has a difficult topography consisting of dominantly steep slopes and canyons. In addition, the area is within suspected fault lines. The policy of the City is to allow the maintenance of oil production activities until such activities are no longer viable which ultimately may lead to opportunities for alternative land uses. For development, the area would require major infrastructure improvements. Besides extensive circulation, storm drain, and sewer systems improvements, requirements for an additional water reservoir and slope maintenance would be required to accommodate new development. The site therefore, is a potential area for future residential development, but because of the topography, such development would first have to undergo extensive environmental reviews and land use designation changes. A residential land use designation would probably be limited to a very low density such as, 3 units to the acre. With this type of residential designation, the site could produce an estimated 1,000 new housing units at a very low density within a 10 year period. with an extreme optimistic projection, assuming all entitlements were approved, there may be a possibility that within the Element's five year horizon, that 300 of these units may be constructed.

SCAG's Regional Housing Assessment indicates that the highest percentage of future housing needs in the City is that for high income, or 391 units representing 36 percent of the total future housing needs by income. The development of these recently annexed sites would assist the City in achieving those goals.

E. RECYCLING-REZONING FOR HOUSING POTENTIAL:

The City is currently undergoing a update of the General Plan which includes all the mandated elements. The Land Use Element is being amended to better reflect the conditions and policies of the community. The City's ability to accommodate its regional share of new construction depends upon the use of recycled sites - opportunities for recycling to higher densities and redesignating other land uses for housing. Upon review of the General Plan update, approximately 30 areas in the City, were considered for land use amendments for potential housing developments or unit increases. Table 22 provides information indicating this recycling potential. Based upon a parcel-by-parcel inventory, total acres, densities and potential housing units are provided.

Table 22

Rezoning and Recycling Potential Maximum Units

General Plan Amendments	Total Acres	Potential Max. Units	Conserved Units	Potential Increase
Low to Medium	3.2	93	17	76
Low to High	9.5	219	4	215
Medium to High	16.5	500	549	-49
Commercial to Med.	5.0	70	2	68
Commercial to High	7.7	266	251	15
Industrial to Med.	3.3	47	-	47
Industrial to High	13.4	310	234	76
Total	58.6	1,505	1,057	448

Medium Density Residential = 9 - 14 dwellings/acre.

High Density Residential = 15 - 23 dwellings/acre.

Source: La Habra Planning Dept. CDD.

Recycling could add a maximum of 448 units to the City's existing housing stock, and optimistically estimating that 70 percent are added under the best conditions during the five year planning horizon of the Housing Element, combined with new development of existing land, the City can meet its regional needs of new housing of 1,082 units with 1,106 new units. The General Plan rezoning process also conserves an existing 1,057 housing units that were previously nonconforming uses in contrary land use zones.

F. PUBLIC SERVICES AND FACILITIES:

All of the vacant and potential sites mentioned above for residential development have adequate public services and facilities. Should the Chevron oil production site be developed, needed utilities, facilities and services shall be extended, constructed and/or improved in conjunction with new development of the site.

Chapter IV

GOVERNMENT AND NONGOVERNMENT CONSTRAINTS

As a requirement of the Government Code, the Housing Element should address constraints which may impair the City from reaching its quantified housing goals. There are two types of constraints which must therefore be addressed.

One of these constraints is governmental, over which local government leaders have a measure of involvement and control. The second is non-governmental, which document factors which contribute to the difficulties the City faces in meeting its housing needs for all income levels, but over which the City is limited or powerless to exercise control.

A. NONGOVERNMENT CONSTRAINTS:

1. Land Availability:

The major constraint for the City of La Habra to provide new housing is the lack of vacant land available for new residential construction. The City has an estimated total acreage of 4,672 of which 30 acres are vacant infill parcels. As of 1989, there is approximately .06 percent of vacant land in the City, excluding the Chevron oil fields of 370 acres. Of the 30 acres of infill vacant land, only 7.3 acres are designated for residential uses or approximately .15 percent of the total acreage in the City. This limited supply of land available for housing development within the City, coupled with the maturing housing stock, means that it is not physically possible to develop in any significant amounts, any type of housing.

2. Land Costs:

The cost of land throughout Orange County is extremely high. Since the demand for housing in Orange County is high (vacancy rate 4.7 percent, 1980), the value of potential residential land is increasing and has become a substantial factor in the cost of providing housing. Land costs can entail up to 30 and 50 percent of the cost of a home in Orange County.

The cost of the remaining vacant land in La Habra varies greatly upon its location, size, availability of public services and difficulty of development. In a report issued by the Orange County's General Services Agencies, (Table 23), using appraisal techniques involving 150 parcels sold in 1988, indicated a rapid increase in land prices. The report compared values in 1988 with 1989. La Habra was indicated as having a land value of \$220,000/ acre in 1988 which increased 81.8% to \$400,000 in 1989. The County average in 1989 has a land value of \$488,000 per acre.

3. Construction Costs:

Direct construction costs are the costs of materials and labor. Consistently throughout the state, direct construction costs are the largest component of the total cost of a housing unit. Typically, these costs range from 45 to 60 percent, although in the County, there are areas where the percentage is significantly higher.

The size of a single family house constructed in Orange County has increased substantially during the past three years and is a major contributor to the rapid increase in the price of housing. Excluding the garage, the average new home constructed during 1987 was 2,004 square feet, a year later it was increased 15.3% to 2,311 square feet. By 1989, the average size had increased another 17.4% to 2,613 square feet, an increase of 30.4% in 2 years.

Table 23

**ESTIMATED COST PER ACRE OF UNDEVELOPED RELATIVELY FLAT LAND
NEAR STREETS AND UTILITIES SUITABLE FOR RESIDENTIAL DEVELOPMENT
ORANGE COUNTY COMMUNITIES**

City/Community	1988	1989	% Change
NEWPORT BEACH			
Costa Newport Beach	650,000	\$1,000,000	53.8%
North Newport Beach	550,000	1,000,000	81.8
IRVINE	270,000	900,000	233.3
LAGUNA BEACH	250,000	425,000	70.0
DANA POINT	400,000	450,000	112.5
COSTA MESA	400,000	800,000	100.0
ANAHEIM			
Central Anaheim	375,000	550,000	46.7
West Anaheim	280,000	400,000	42.9
Anaheim Industrial	210,000	375,000	78.6
Anaheim Hills	210,000	220,000	4.8
HUNTINGTON BEACH	300,000	525,000	75.0
WESTMINSTER	280,000	500,000	78.6
GARDEN GROVE	280,000	500,000	78.6
SANTA ANA	280,000	220,000	78.6
ORANGE	220,000	500,000	127.3
FOUNTAIN VALLEY	280,000	475,000	69.6
TUSTIN	220,000	475,000	115.9
SAN JUAN CAPISTRANO	250,000	425,000	70.0
SAN CLEMENTE	250,000	425,000	70.0
MISSION VIEJO	250,000	425,000	70.0
LA PALMA	280,000	400,000	42.9
BUENA PARK	280,000	400,000	42.9
STANTON	280,000	400,000	42.9
FULLERTON			
West Fullerton	280,000	400,000	42.9
Fullerton Hills	210,000	400,000	90.5
CYPRESS	280,000	400,000	42.9
LA HABRA	220,000	400,000	81.8
PLACENTIA	210,000	400,000	90.5
BREA	210,000	400,000	90.5
YORBA LINDA			
West	210,000	375,000	78.6
East	210,000	250,000	19.0
VILLA PARK	230,000	320,000	39.1
UNINCORPORATED			
Laguna Niquel	250,000	750,000	200.0
Tustin Hills	250,000	700,000	180.0
Rossmoor	280,000	475,000	69.6
Laguna Hills	250,000	425,000	70.0
Rancho Santa Margarita	250,000	425,000	70.0
El Toro	250,000	425,000	70.0
Aliso Viejo	250,000	425,000	70.0
Silverado Modjesko	45,000	60,000	33.3

Source: County GSA Report, September 1989

From a Census Bureau report, the following comparison of housing sizes and other construction amenities that add to the cost of housing is as follows:

	1984	1988
NEW HOUSE		
Median Size, Sq. Ft.	1,605	1,815
Two baths	28%	42%
Four bedrooms	26%	18%
Central air conditioning	71%	75%
One fire place	50%	65%
Two car garage	55%	65%
MULTIPLE FAMILY NEW UNITS		
Median Size, Sq. Ft.	871	935
Two baths	35%	41%
Two bedrooms	54%	55%
Three or more bedrooms	9%	8%

Concurrently, the size of the lot is decreasing. In some instances, 2-story home of 2,400 square feet (plus garage) are on lots of 3,500 square feet.

4. Financial Costs:

The availability of financing is an important component of housing costs. More familiar to potential buyers are the financing costs associated with home mortgages. Interest rates for home financing have an important effect on the affordability of housing. Mortgage rates have varied over 10 years, from 18 percent in 1981 to a low 10.6 percent in 1990. This pattern seems to indicate a decline in interest rates however, there is no assurance that this decline will continue.

According to the State Department of Housing and Urban Development, there is no indication that there are any mortgage deficient areas in the City due to "red lining". This is also evident by the availability and number of local lenders participating with loan programs of the Neighborhood Housing Services of La Habra assisting lower income areas of the City.

Mortgage rates become an important ingredient in determining the affordability for sale housing. As interest rates rise, the number of households increases that no longer can qualify for housing purchase.

Few places in Orange County or elsewhere in the south land are there areas with housing at \$150,000, a price that is often considered "affordable" in today's market. The California Association of Realtors estimates (October 1989), that an "affordable" \$150,000 home now requires approximately the following:

	20 % Down Payment	10 % Down Payment
Amount of Down Payment	\$30,000	\$15,000
Fixed Rate Mortgage		
Monthly Payment	\$ 1,270	\$ 1,407
Annual Income Required	\$50,897	\$47,658
Adjustable Rate Mortgage		
Initial Monthly Payment	\$ 1,078	\$ 1,191
Annual Income Required	\$43,130	\$47,658
Graduated Mortgage		
Initial Monthly Payment	\$ 1,203	\$ 1,330
Annual Income Required	\$48,139	\$53,294

(Monthly payments include interest, principal, taxes and insurance.)

According to Sales and Marketing Management Magazine's survey of median household income, Orange County was listed as the 8th highest in the nation at \$37,096, in 1988. However, no household at this median income level could afford an "affordable" home in Orange County. In 1980, La Habra's median income was slightly below the Orange County's median. In 1980, according to the U.S. Census, the median value of a home in the City was \$91,516 and the median value of a home in Orange County was \$108,138, an 18 percent difference.

In June 1988, only about 20% of the families in Orange County could afford to purchase the median priced home in the County which at the time was \$211,038 according to studies prepared by the California Association of Realtors. This percentage was decreased from 22 percent in May and 29 percent in June of 1987. For the average price home in June 1988, the monthly mortgage payment was estimated at \$1,639 with a minimum annual income of \$65,559.

According to the TRW Real Estate Market Information Service, published in The Register, February 1990, average home sales price in Orange County in 1988, according to zip codes, was \$211,000 and increased 10.4% the following year to \$233,333. For La Habra, in 1988, the average home sales price was \$143,000 which increased 21.6% the following year to \$174,000. The cost of housing in Orange County dramatically increases on a monthly basis, and this trend is expected to continue (Table 24).

For 38 new condominium projects in Orange County, with 6,028 planned units, of which 3,997 were sold during the first half of 1989, the average price was \$194,818, the median price was \$168,900 for an average sized unit of 1,247 square feet (a price of about \$156.23 per square foot).

Multiple family rental units on the other hand fluctuated on rental rates in Orange County. Average monthly rental rates are influenced by both history and location.

La Habra has historically had the lowest rental rates at \$50 to \$100 less than in other areas of the County (excluding the Beach areas). Mature communities, especially built out, obviously consist of older housing stock that tend to be smaller in size than the newer developments. Location is also a factor, such as the lack of freeways and local employment opportunities within La Habra. La Habra for these factors, provides the lowest averaged rental rates in Orange County (Table 25).

Table 24

AVERAGE HOME SALES PRICE BY CITY IN ORANGE COUNTY

City/Community	1988	1989	% Change
NEWPORT BEACH			
Newport Beach	\$385,000	\$548,500	42.4%
Corona Del Mar	435,000	523,000	20.2
VILLA PARK	501,000	620,000	23.7
LA HABRA	143,000	174,000	21.6
SANTA ANA	141,000	165,000	17.0
SAN JUAN CAPISTRANO	265,000	305,000	15.0
LAGUNA BEACH			
South Laguna	244,500	280,000	14.5
Laguna Beach	427,500	416,000	-2.6
TUSTIN	186,000	209,500	12.6
ORANGE	191,000	214,000	12.0
LAGUNA NIGUEL	246,000	273,000	10.9
ANAHEIM			
Anaheim Hills	238,000	264,000	10.9
Anaheim	181,000	179,000	-1.1
FOUNTAIN VALLEY	223,000	247,000	10.5
COSTA MESA	207,000	227,500	9.6
HUNTINGTON BEACH	220,000	240,000	9.1
SAN CLEMENTE	255,000	276,000	8.2
BUENA PARK	170,000	183,500	7.9
YORBA LINDA	221,000	238,000	7.6
MISSION VIEJO	208,000	223,000	7.2
LOS ALAMITOS	331,500	347,500	4.8
GARDEN GROVE	163,000	170,000	4.3
STANTON	132,000	137,500	4.1
IRVINE	221,500	229,000	3.4
PLACENTIA	210,500	217,500	3.3
LA PALMA	274,000	280,000	2.2
FULLERTON	172,000	175,000	1.4
CYPRESS	186,000	187,000	0.5
SEAL BEACH	335,000	335,000	0.0
DANA POINT			
Capistrano Beach	230,000	230,000	0.0
Dana Point	269,000	256,000	-5.0
WESTMINSTER	196,500	195,000	-0.7
BREA	227,000	215,000	-5.3
UNINCORPORATED AREAS			
El Toro	151,000	210,000	39.0
Sunset Beach	330,000	380,000	15.1
Aliso Viejo	214,000	242,000	13.0
Laguna Hills	234,000	250,000	6.8
Rancho Santa Marga	189,000	142,000	-24.8
Trabuco Canyon	264,000	193,250	-26.8
ALL ORANGE COUNTY	211,000	233,000	10.4

Source: Orange County Register, February 16, 1990; Dataquick
Information System

The estimated occupancy rates and weighted monthly rental rates in Orange County, according to Research Network Ltd, Laguna Hills, are:

	Average Monthly Rent	Percent of Apts. Occupied
1989 (projected)	\$751	96.3 %
1988	725	96.3 %
1987	750	97.8 %
1986	698	97.7 %
1985	702	99.0 %

Apartment construction in Orange County increased 15 percent in 1988 over 1987 with 6,700 units, about the same number as in 1986. La Habra in a four year period between 1984 and 1988 increased the apartment housing stock with new units at only a annual 1.4 percent rate. In 1980, the median rental rate in La Habra was \$304 and increased in 1989 to \$582.

The major constraint in Orange County is the demand for housing outstripping supply. With the City nearly at 100 percent developed, there are precious few small infill parcels that can be developed for housing that would significantly add to the supply, under current standards. The one exception is of future potential development of the current oil production land of approximately 370 acres.

Table 25

APARTMENT RENTS ORANGE COUNTY CITIES

January 1990

City	Average Rent	Average Occupancy	Existing Units	% Real % Change	
				Av. Rent	Rate
Seal Beach	\$1,214	100.0%	1,983	-1.5	6.3
Newport Beach	1,025	97.2	7,493	-1.2	0.4
Laguna Beach	950	99.8	2,371	-5.5	1.7
Irvine	915	98.2	6,347	-1.6	2.8
Laguna Niquel	891	88.5	N/A	3.8	-5.6
Yorba Linda	874	99.4	705	-4.8	10.4
Dana Point	872	97.7	N/A	-1.6	0.2
San Juan Cap.	841	98.5	945	-1.4	1.1
Costa Mesa	824	96.3	13,731	-0.3	-1.0
Huntington Bch.	793	97.1	16,198	-2.9	0.7
Placentia	776	97.6	3,462	-3.4	0.4
Mission Viejo	771	96.7	1,574	-2.5	2.5
Fountain Valley	768	97.7	1,671	-1.3	0.6
San Clemente	761	98.5	3,837	-4.2	3.5
La Palma	744	97.8	751	-3.6	2.0
Orange	730	97.6	7,267	-0.7	0.1
Santa Ana	729	96.0	19,280	-6.1	0.9
Garden Grove	727	97.0	9,714	-2.3	-0.4
Cypress	715	97.7	1,800	-2.3	-0.2
Westminster	714	94.5	4,518	-3.2	1.0
Brea	709	98.4	2,225	-0.9	-0.4
Stanton	703	97.0	2,918	0.3	-0.1
Anaheim	689	96.0	29,676	-2.4	0.7
Tustin	685	97.7	6,240	-2.2	-2.0
Buena Park	685	95.5	5,659	-2.4	-1.6
Fullerton	669	98.0	11,240	-3.2	0.5
Los Alamitos	657	96.6	1,326	2.0	1.6
La Habra	622	96.5	4,370	-1.1	-0.4
Unincorporated Areas:					
El Toro	764	96.9	N/A	-6.3	-1.2
Laguna Hills	842	97.9	N/A	-5.1	2.4
Rancho Santa					
Margarita	776	95.1	N/A	-2.6	-1.9

Source: The Research Network, Published in Orange County Register, February 1, 1990.

Table 26

SUMMARY OF ZONING REGULATIONS

City of La Habra

		ZONE	HEIGHT		REQUIRED SETBACKS In Ft.			AREA REQUIREMENTS - In Square Feet				PARKING			
			Stories	Feet	Front	Side	Back	Lot Size	Usable Yard	Max Coverage	Min Floor Area				
RESIDENTIAL	Single Family	R1a	2½	35	25	5	25	10,000	1,000	None	1,500	2 SPACES PER D.U. GARAGED			
		R1b						7,200			1,200				
		R1c						5,500			1,000				
		RR						15,000			1,500				
	Multi - Family	R2	2½	35	20	21	0 - 40 41-100 101-200 201- +	5 5 8 15 20	MIN LOT AREA PER D.U. 3000 3350 3100 2850 2600 2350 2100 1850	1,000 PER Parcel And 250 per D.U. With 96 sq Private Space.	35 %	UNIT TYPE MIN. ADD. BEDROOMS 750 480 520 700 750 900 1,000	UNIT TYPE SINGLE FAMILY BACH BACH PER RW PER RW PER RW PER RW	SPACES REQUIRED 2 1½ 2 2	
		R3								40 % ⁵					
		R4								38 %					
										40					
		MHP								2½	35	25	5 10'	20	5 AC Per Parcel 3,350 Per D.U.	None	1,500 Per Home Site	2 SPACES Per Mobil Home
	Civil Utility	CU	Subject to applicable standards of adjacent zones.												
	COMMERCIAL	Comm. Res.	CR	4	50	10	5 ²	20	1,000 ⁶ Per D.U.	1,000 ⁶ Per D.U.	40 % ⁶	Same as R4 ⁶	Single Family 2 Multi-Family 1½		
		Comm. Prof.	CP	2½	35			15 ⁶	LANDSCAPING		PARKING IN ALL "C" ZONES				
		Lid. Comm.	C1						10 FOOT WIDE PLANTING AREA ALONG ALL STREETS AND 7% OF THE PARKING AREA. ⁷	1 SPACE PER 250 Sq Ft. OF FLOOR AREA. 1 SPACE PER EVERY 4 SEATS IN DINING AREA. 1 SPACE PER EVERY 5 SEATS IN AN ASSEMBLY AREA.					
		Shopping Center	C2	4	50	10	5-When Next To Any "R" Zone 10'	20			1 SPACE PER 500 Sq Ft. OF MANUFACTURING AREA. 1 SPACE PER 1,000 Sq Ft. OF STORAGE AREA. 1 SPACE PER 250 Sq Ft. OF OFFICE AREA.				
		General	C2s												
General		C3	6 ³	75											
INDUSTRIAL	Light	M1	2	35	25	25 40-If Across Alley									
	General	M2	2½	35	50 From E of Street	None									

1 Along street side of corner lots.

2 Shall be increased by 1 ft. in width for each story over 2.

3 May be increased to 10 stories or 135 ft. provided that all setbacks are increased by 1 ft. for each 3 ft. in height.

4 May be increased to 6 stories or 75 ft. provided that all setbacks are increased by 1 ft. for each 3 ft. in height.

5 On lots under 7,200 square feet.

6 For residential uses only.

7 May be reduced to 5% if 90% of all parking spaces are behind the building.

Note: All information general- For specific details check with planning department.
Prepared by City Planning Department

Date 4/2/85

B. GOVERNMENT CONSTRAINTS:

1. Land Use Controls

The City regulates the use of land within the City limits through the General Plan, Zoning Ordinance, Subdivision Ordinance and Building Code. The General Plan guides all future development by providing overall densities and development policies for all areas of the community. Zoning has been used as a site specific tool to derive the density and intensity of proposed land uses.

The City's land use controls, particularly the General Plan Land Use Element and Zoning Code, serve to respond positively to the State policy of having adequate sites which can collectively accommodate a range of housing (type, size and price) responsive to the needs of all economic segments of the community. The Land Use Element currently provides for six categories of residential densities as follows:

Low, Low, RR	0-3 units/acre-	(S.F. detached, modular,
Low, R1a-c,	4-8 units/acre	conventional, patio.)
Medium, R-2	9-14 units/acre-	(apartments, condominiums,
High, R-3, R-4	15-23 units/acre	townhomes, cluster S.F.,
Transitional, R-3/4	9-23 units/acre	patio-zero lot, duplex.)
Mobilehome Pk., MHP	10-13 units/acre-	(mobile, modular, manufact.)

With regards to zoning, the City has 11 different residential land use zones. The housing types permitted, minimum lot area requirements and minimum floor area requirements of each zone are depicted in Table 25. That Table amply demonstrates the existence of land use controls which can accommodate a range of housing needs.

In addition, the City, in 1983 made code provisions for the development of elderly units or "granny flats", small second units in single family zoned properties that do not exceed 640 square feet approved through the Conditional Use Permit process.

Also, land designated for multiple family usage (R-2 to R-4) identifies sites for either condominium, apartments, group dwellings, cluster housing or single family dwelling developments, thus providing for all types of multiple family housing. Additionally, the City has set precedence on senior housing, allowing densities to fit the development, thus not placing any specific cap on the number of units. Through the Conditional Use Permit process, other housing types such as emergency shelters, or transitional housing at specific sites can be approved for development.

The City in 1981, also made provisions in the zoning code, the allowance for placement of modular/manufactured homes in all residential zones. The City also amended the Zoning Map providing for a land use designation specifically for five existing mobilehome parks within the City.

2. Building Code and Enforcement:

With respect to dwelling construction standards, the City has adopted and enforced the Uniform Building Code, 1985 edition. The code is generally enforced throughout the State and, therefore, the City imposes no standards or requirements which are substantially different from or greater than those mandated in other communities throughout the State.

3. Permit Process and Fees:

Undue delays in processing project applications increases a developer's costs, thereby being a constraint on development. A discretionary project proposed in the City is typically involved in some combination of the following review processes: environmental review, conditional use permits/variances, subdivision maps, site reviews based on zones, rezonings and general plan amendments. The City has historically, effectively instituted various methods to fast track all projects to alleviate this time constraint. Many permits are processed concurrently at the discretion of the applicant. Other methods utilized by the City are, preliminary review of proposals without charge to the applicant/developer; procedural application for clarity; pre-hearing development meeting with applicant and all pertinent city departments; early involvement of developer with staff to identify potential issues; and combined processing of applications.

Once a development application is officially accepted, the City processes discretionary permits in far less time than those established by state law for processing periods. In fact, the City's processing periods are far less than those of the County and (for additional comparison), the neighboring City of Brea (Table 27).

The above policy time periods do not include appeals or statute of limitations. Costs associated with the permit process may act as a constraint to the development of housing. State law also requires that processing charges, "shall not exceed the estimated reasonable cost of providing the service for which the fee is charged." The City assesses fees according to the minimum direct costs for processing, which includes time and materials. The fees do not include any type of administrative overhead or other "hidden" costs of a proposed development project. The Orange County Building Industry Association conducts periodic surveys of development fees charged by cities. The City of La Habra consistently ranks with cities with the lowest development fee charges for processing a comparative development housing project (Table 28). In addition, before any development permit is granted, each project undergoes an individual environmental assessment as required by the State California Environmental Quality Act of 1970, to assess project impact and to establish whether public service and facility systems are adequate to accommodate any increased demand generated by a proposed project. As the City is urbanized, all major infrastructure is already provided, i.e. streets and other public improvements. Information provided by the service and utility companies serving the City, also indicate that the present infrastructure is generally sufficient to accommodate planned levels of growth. Thus, the capacity of service and facility infrastructure is not considered to be an obstacle to the development, maintenance and improvement of housing in the City.

Table 27

COMPARATIVE DEVELOPMENT PROCESSING TIME LIMITS				
Approximate Working Days				
PROCESS	LA HABRA	BREA	COUNTY	STATE
General Plan	32	120	no limit	no limit
Amendments				
Zone Change	32	120	no limit	no limit
Subdivision Map	16	40	50	50
Site Plan Review	16-32	60	no limit	no limit
Variances	16	60	240 (1 yr.)	240 (1 yr.)
Conditional Use	16	80	240 (1 yr.)	240 (1 yr.)
Permits				
E.I.R.	72	80	240 (1 yr.)	240 (1 yr.)
Building Permits	10	80	no limit	no limit

Source: Planning Departments of Brea, Orange County, La Habra

Table 28

**ESTIMATED LAND DEVELOPMENT FEE
ORANGE COUNTY CITIES**

1989-90

Based on a Hypothetical Project, of 50 Single Family Homes
Fee in dollars

CITY	ENVIR.	PLAN.	BLDG.	ENG.	CAPITAL	SCHOOL	OTHER	PER UNIT
Anaheim	28	95	1,261	627	8,238	2,295	24	*12,568
Brea	54	360	941	100	3,773	2,295	160	*7,683
Buena Park	12	49	1,306	208	1,580	4,590	34	7,779
Costa Mesa	1	60	1,236	145	11,360	2,250	--	15,052
Cypress	25	27	1,408	333	5,352	2,340	30	*9,515
Dana Point	80	3,833	872	3,208	3,274	2,340	404	*14,011
Fountain Valley	22	23	1,180	48	4,775	2,250	1,769	10,067
Fullerton	27	80	955	18	1,898	2,340	0	*5,318
Garden Grove	43	68	1,063	162	1,941	2,250	1,056	*6,583
Huntington Beach	32	102	1,198	1,675	6,650	2,250	318	12,225
Irvine	56	92	707	132	3,852	2,250	1,103	*8,192
La Habra	3	38	1,467	67	1,913	2,250	300	6,038
La Palma	12	39	1,570	435	4,621	2,250	--	*8,927
Laguna Beach	18	378	848	478	3,729	2,340	222	*8,013
Los Alamitos	1	15	532	389	3,475	2,250	6	*6,668
Mission Viejo	410	3,262	741	528	1,417	2,295	4,300	*12,953
Newport Beach	300	189	772	707	11,612	2,250	1,757	17,587
Orange	44	87	830	60	4,102	2,340	45	*7,508
Placentia	40	57	200	113	2,287	2,250	23	*4,970
San Clemente	73	152	1,249	294	13,976	2,340	1,266	*19,350
San Juan Capistrano	45	540	1,438	1,129	10,279	2,295	1,595	17,321
Santa Ana	23	135	790	218	3,417	2,340	333	*7,256
Seal Beach	41	37	1,375	100	3,075	2,340	300	7,268
Stanton	4	45	1,217	1,500	2,550	2,250	24	*7,590
Tustin	39	104	719	564	3,180	2,250	3	*6,859
Villa Park	110	33	1,208	73	120	2,250	7	*3,801
Westminster	16	83	0	1,395	2,596	2,250	0	*6,340
Yorba Linda	9	18	674	577	5,500	2,250	25	*9,053
Orange County	100	96	1,063	454	7,936	2,340	50	*12,039

*Not Total, incomplete as all specified fees were not available.

Source: Extrapolated by La Habra Planning department, based on the Building Industry Association of Southern California Orange County Region, Land Development Fee Survey for Orange County 1989-

The major constraint for the City is the practical difficulty of providing the entire housing production needs with the new housing when the City is built-out. There is insufficient vacant residential land to address all of the economic housing needs and some vacant nonresidential land must be reserved to achieve a balance of land uses to 90.

meets community needs, provide employment, and sustain an adequate fiscal situation. Meeting the given production needs would require a reliance on the development of Chevron oil production fields, however, the City (local government) has no control over initiating private development on the site.

The analysis above clearly demonstrates that the City's controls do not serve to constrain development, but rather are designed to alleviate some of the common constraints associated with government processing.

4. Regional Constraints:

The Southern California Association of Governments (SCAG), in conjunction with the South Coast Air Quality Management District (SCAQMD), have in their respective plans, (Regional Mobility Plan and Air Quality Management Plan) the goal to balance regions, by accepting that "balanced" is when the ratio of jobs to housing units lies within the range of 1.22, whereby there are 1.22 jobs for each household. This balance is to occur in the Southern California region, by shifting 12 percent of the region's job growth to "housing rich/job poor" areas such as the Inland Empire, and 6 percent of the region's housing development to "housing poor/job rich" areas such as Orange County. The job housing balance is one to one correlation between jobs and housing units. This correlation, however does not address affordability, location, number of workers per households and other factors.

With today's demographics of two wage-earners households, the SCAG's ratio appears to be arbitrary and inappropriate. With two working people living together, potentially fewer nearby houses are needed to accommodate a local workforce, especially when one of the persons is a secondary wage earner, (stereotypically, a married woman entering the labor force). Nationwide, the percent of household with two or more wage earners rose from 42.7 percent in 1960 to 68.5 percent in 1984, confirming the on-going feminization of the nation's workforce. This artificial constriction of growth also causes increasing costs to housing.

Policies, such as lowering densities, which reduces housing growth in the Inland Empire (presently the most affordable area in Southern California) will tend to accelerate the increase of the price levels of existing and certainty of new housing. In Orange County, where housing is expected to be encouraged, builders will tend to build bigger, move-up homes which yield larger profits margins taking advantage of the desirability of homes and avoiding high density growth controversies in the communities. The result is simply, higher cost housing, unaffordable to lower and middle income workers.

Chapter V

ENERGY CONSERVATION

Affordable energy is an essential component to housing that is affordable. Energy costs to the consumer have increased dramatically to more than over 100 percent since the 1970s. Houses constructed after 1975 use about half as much energy as homes built before then because of California energy conservation standards. More recent standards and amendments are even more strict to support state building energy efficient methods and for energy conservation. For new housing, State conservation standards, implemented as part of the Uniform Building Code, substantially reduce the cost of energy for homeowners. New housing must meet or exceed certain minimum conservation levels. Though La Habra is dominantly developed, there is opportunity for energy savings in existing housing. Most residential structures can be retrofitted with conservation measures that provide nearly the energy savings achieved in recent new constructions. Many can also be retrofitted with passive design measures, such as the addition of a solar unit, south-facing windows in conjunction with heat storage mass.

The City requires a site plan review of all multiple family developments and subdivisions. Through this review process, the City promotes energy conservation methods of design and orientation of the housing units. It is a specific goal of the City that all development of a public or private nature be conscious of the need to conserve energy in the various forms through the use of good site planning techniques.

Energy conservation can also be promoted by locating residential developments in proximity to schools, employment centers, public transit and services. The City's Land Use Component of the General Plan and this Housing Element, makes concerted efforts to distribute residential areas that are accessible to these various amenities and services that would reduce vehicle travel. Because the City has strived for a balanced community, most services and amenities are located within a quarter mile of residential areas.

Energy conservation is also a goal expressed in the City's General Plan specifically in the Conservation, Housing, Circulation, Land Use components and will be included in the Transportation/Growth Management and Air Quality Components.

Chapter VI

GENERAL PLAN CONSISTENCY

The La Habra General Plan consists of the seven mandatory elements and an optional Economic Development Element. The City Council is currently considering a comprehensive General Plan update. The Housing Element must achieve internal consistency with all components of the General Plan including the adopted Specific Plan for La Habra Boulevard.

The goals and policies established in this Housing Element update are consistent with the goals, policies, analyses, and data utilized in all other components. Specifically, the Economic Development, Land Use, and Specific Plan, all are coordinated to be of equal intensities and achieving the same overall community goals.

The policies and goals of these elements are consistent with density and distribution of residential uses in the City as specifically defined in the Land Use Element. The Economic Development Element promotes maintenance and enhancement of the City's housing stock through rehabilitation, reconstruction and new construction, as does the La Habra Boulevard Specific Plan.

The City Council, will consider additional optional elements in the near future. These elements will consist of Transportation/ Growth Management and an Air Quality Management components that would coordinate common regional goals and policies. Though at this time, these elements are optional, it is expected that eventually the development and implementation of a transportation/growth management plan and air quality plan will be mandated by the State to assure regional compatibility and consistency so that regional objectives may collectively be achieved through various programs of cities and subregions. The key to these additional components will be the internal consistency of the job/housing balance policies already expressed in the Housing Element.

Chapter VII

REVIEW OF EXISTING HOUSING PROGRAMS

As required by State Housing Guidelines, this section evaluates the achievements of City housing programs which were adopted as part of the 1981 Housing Element. There were many factors which affected the degree of success of a program. The programs discussed below were evaluated in light of what the City has done to implement the program, or what other agencies or groups have done to implement the program. Other factors affecting program success included the effects of the economy in general, and the decreasing availability of state and federal funding for new or below market rate housing.

The primary housing programs previously approved are in three categories;

- A. Improvement to the Existing Housing Stock
- B. Meeting Financial Assistance Needs
- C. Housing Production Requirements

A. IMPROVEMENT TO THE EXISTING HOUSING STOCK.

This category involves financial assistance to either rehabilitate or improve housing units. The 1980 Housing Element identifies 2,670 dwelling units to be in need of rehabilitation. It was further indicated that the implementation of the five year program would rehabilitate and improve an estimated 256 housing units.

Four strategies for meeting rehabilitation needs and mitigating the cost impacts of rehabilitation constraints included in La Habra's five year program for improvement of the existing stock and the evaluation of the programs are as follows:

1. Enactment and/or ongoing enforcement of guidelines and ordinances which facilitate and promote housing conservation.

As a municipal corporation, the City of La Habra is responsible for the enactment and enforcement of various guidelines and ordinances dealing with housing. The governing ordinances and requirements involve the Land Use Element of the General Plan, Zoning Code and the Housing Code. Implementation of these ordinances for preservation and conservation of the existing housing stock is an ongoing process. There is currently a high degree of consistency between actual residential land uses and the guidelines of these documents. This means that the General Plan, Zoning, and Housing Codes serve to preserve and protect the residential environment. Though these ordinances are relatively consistent, there have been some direct action to enhance this consistency.

A large portion of an established residential area was redesignated in the General Plan for single family usage to maintain and conserve the character of the neighborhood. This involved approximately 130 single family homes.

The zoning code was amended to relax restrictions on nonconforming residential units, in allowance of being maintained or rehabilitated through a City sponsored financial program. Approximately 50 nonconforming housing units were exempted from the restrictions with this amendment.

Through the building permit process, since 1980, through 1984, a total of 2,275 housing units have been issued City permits for remodeling, improvement or rehabilitation. A total of 5,127 building permits have been issued for the same between 1980 through 1988.

2. and 3. Grants to Improve Existing Housing and Below Market Rate Rehabilitation Financing.

The City initiated and continues to actively support the Neighborhood Housing Services, Inc. (NHS), a not-for-profit corporation consisting of the three part partnership of financial institutions, the community being served, and the City. NHS's responsibilities include making loans to homeowners who are non-bankable (high risk rehabilitation loans) at rates and terms that are affordable to the borrower, for purposes of conserving and rehabilitation of their respective homes. To date, NHS has made 185 loans totaling \$2,672,827 in the aggregate from its loan funds (provided by the City) plus 31 loans involving \$222,540 for Senior Citizen home rehabilitation (City provided funds) and 26 loans of \$245,633 in a leveraged program provided by the City.

Since 1980, there have been 24 loans from Mercury Saving program for senior citizens amounting to \$181,415, 13 First Interstate community reinvestment program loans totalling \$144,099 and 128 NHS loans comprising of 85 NHS/HCD loans totaling \$1,320,815, 17 loans from the NHS Revolving Loan Fund for \$1,166,912 and 26 from NHS mini grant programs for \$26,000. These home improvement/ rehabilitation grant programs will continue to be on going. The NHS mini grant program, however has been completed.

The City also facilitates and promotes the revitalization of urbanized County Islands. La Habra has a strong policy of delivering municipal level services to "islands" neighborhoods. For this reason the City has actively encouraged the housing rehabilitation of nearby unincorporated neighborhoods. The unincorporated "island" rehabilitation loan program operates from an initial \$86,000 from the County's CDBG funding administered by NHS. Thus far, three loans have been issued for a total loan amount of \$57,500. This fund has been incorporated with the HCD/RLF fund for the next 5 years housing program.

4. Deferred Loans.

At the time of the 1981 Housing Element planning program, no additional deferred-payment rehabilitation loan programs were available. However, the City and NHS will continue to study further the State's Deferred Payment Rehabilitation Loan Programs as funds do become available through the next 5 year housing program.

B. MEETING FINANCIAL ASSISTANCE.

La Habra's 1980 five year program incorporated four basic strategies for addressing financial assistance needs and mitigating the impacts of market and government constraints. It was projected that approximately 640 to 780 housing needs of prospective owner households and 365 lower income rental households would be satisfied through the combination of the following programs.

1. Existing Housing for Homeowners.

Sale by the Redevelopment Agency of a unique residential mortgage revenue bond issue, including moderate income limits for borrowers and requirements for home purchased to meet certain required standards, with loans offered on a City wide basis. The City issued \$32,600,000 in 1980 Mortgage Revenue Bonds to provide for 11.4 percent, 30 year fixed rate financing for purchase of homes in La Habra. The program, provided loans that were up to 95 percent loan to value. These loans were made to 424 households, (many of which were young married and first time buyers), to purchase homes at an affordable rate that would have otherwise been impossible at a time when conventional interest rates were 17 to 18 percent and the Prime Rate had reached 21.5 percent.

Between 1980 and 1985, two developments have been approved for conversion from apartments to condominiums. A total of 162 units created additional homeownership opportunities from utilization of the City's existing housing stock. The City has adopted a condominium conversion ordinance process which is designed to enhance the ability of moderate income households to achieve their aspirations for homeownership. The units at the time of conversion were estimated to be in the mid \$50,000 to \$60,000 at 12 percent interest. The price range was affordable for moderate income, first time homeowner families. The Planning Commission and City Council has set forth policy precedence in conversion of residential units to homeownership, to condition the project to provide for more affordability of the units for existing rental tenants by requiring a discount of the sale price in relation to the length of time the tenant has resided in the unit. In addition, senior citizens and handicapped rental residents are given added protection with allowance to additional relocation time and reduction of rent to Orange County Housing Authority rates. The City Council further specified that from these two projects that 10 percent of the total units be set aside as "affordable" rental units only. This policy resulted in the reservation of 16 apartment units to be set aside for rental housing. The contingencies on these 16 units, (10% of the total), was that the units were to be first, offered to seniors citizens with income at or below 120 percent of the Orange County Median, second to families at or below the 120 percent of the Orange County Median, and third, to a family at or below the median family income of the City of La Habra with rental assistance from the Orange County Housing Authority and the City.

Over the past ten years, a number of Savings and Loan Associations and one bank have provided below market first trust deed financing for low-moderate income families to purchase homes in the NHS target area. NHS then supplements the purchase financing with a second loan in an amount for a term to make the total resulting payments affordable. The Associations which have participated include:

Pomona First Federal Savings	5 loans
Founders National Bank	4 loans
Quaker City Federal Savings	3 loans
California Federal Savings	1 loan
Fullerton Savings	1 loan

2. Existing Housing for Renter Households.

Prior to the advent of the Housing and Community Development Act of 1974, the City's first major effort to address unmet housing needs was joining the Orange County Housing Authority, (OCHA). In 1974, La Habra was one of the first cities to, in effect, create a regional approach to the solution of housing problems. The Orange County Housing Authority now operates in 25 cities plus the County's unincorporated areas. The Orange County Housing Authority is a local public agency authorized by State law to provide housing for "persons or families who lack the amount of income necessary to enable them to live in decent, safe and sanitary dwellings". OCHA operates the Section 8 Housing Certificate rental assistance program which provides a subsidy to eligible very-low-income residents (less than 50% of the County median income). The program is fully funded by the U.S. Department of Housing and Urban Development (HUD). OCHA currently provides this assistance to 243 low income households in the City. Altogether there are 132 senior and 111 family households who are being aided. In the City 54.3 percent assisted units are occupied by seniors, this compares to 35.1 percent of the total authority jurisdiction (25 cities).

The Certificate program however, operates under agreement between HUD and OCHA and called for an Annual Contributions Contract which will expire on July of 1992.

3. New Housing for Homeowners.

The program to be implemented for this strategy to offer financial assistance to prospective homeowners in newly constructed housing, was the "partnership" program. The "partnership" for new construction of homes is a program that has been implemented by the City in 1979, which involves the cooperative partnership of the City, a financial institution and the developer to acquire graduated-payment permanent financing; restrictions on developer profits; and establishment of income eligibility requirements. As a result, of this program, 33 newly constructed detached single family homes were made available at affordable financing. Additionally, because of the negotiated profit restrictions placed on the program, rebates were given to the homeowners. It was the City objective to duplicate this program during the 1980/85 housing plan, however, there were no developers interested in this program.

4. New Housing for Renter Households.

Section 8 New Construction is one component of the City's strategy for meeting the financial assistance needs of renter households in new housing. Like its counterpart in the existing stock, the new construction component offers monthly housing assistance payments so that lower income tenants pay no more than 25.0 percent of their income for housing. Under the auspices of that program, a 56 unit senior citizen apartment complex was completed in 1977. The City had an objective for the development of an additional 50 new rental units to be built under the provision of the Section 8 New Construction program. Unfortunately during this period, no appropriate site was available for implementation of this program during the Housing Elements 5 year period.

C. HOUSING PRODUCTION NEEDS:

The 1980 Housing Element projected the need for new housing units in 1985 was 1,105 units. The program to facilitate the production of needed housing encompasses four strategies. Three of these involve the judicious and efficient use of the scarce resource of land; the other strategy focuses on ways to reduce the costs of new housing. These four strategies are briefly summarized below:

Expand the quantity of housing, which may be built on already developed land.

Implement the planned development of vacant, residentially designated land.

Evaluate ways of expanding the quantity of housing which may be built on vacant land.

Formulate ways of reducing the cost of newly produced housing.

Nearly 75 percent of this projected production was expected to be satisfied through the cumulative effect of the first three planned actions, (pending additions to the stock, development of vacant residential land and recycling on developed land). The shortfall of the 25 percent housing units were to be satisfied through one or more of the methods such as density bonuses, and site and inventory evaluation.

Since 1980 to 1989, a total of 1,033 authorized building permits were issued, and 1,716 units were constructed accounting for previously approved units. From the period of 1980 to 1985, 1,097 units were added to the City's existing stock by the various means described above, fulfilling the objectives of the 1980 Housing Element projections in term of total units. This total of new housing units, includes the approval and construction of 5 second units, 7 elderly or "granny" units and 18 modular/manufactured units as a result of zoning code changes which made provisions for these types of housing in all residential zoned sites as included in the housing program.

As provided in the 1980 Housing Element, five sites were surveyed as being vacant potential residential sites. Of the five, four have been developed residentially between 1980 and 1989, totally 192 additional housing units.

During the period of 1980 to 1989, the City Planning Commission and City Council adopted a policy of density bonuses in regards to senior citizen housing developments. 234 senior housing units were constructed during this period with densities well above those of the highest residential zoning designation. These developments were approved under the senior "hotel" concept, which allowed densities similar to those normally associated with commercial hotels, similar to the Single Room Occupancy, (SRO) unit concept. Each facility provides a common eating area and is restricted to senior citizens. The City approved the subject facilities and approved parking reductions to approximately one half of what the commercial or residential standards for hotels/multiple family developments.

The City also approved a 61 unit condominium complex specifically designated for residents 55 years of age or older. The City approved this newly constructed facility with a density allowance and a reduction in the amount of required parking spaces.

The latter program of implementing and formulating ways of reducing the cost of newly produced housing, was to be satisfied with programs already mentioned and evaluated with previous programs.

Additionally, NHS revolving loan fund also administers a new construction program. This program was established to provide assistance for the construction of new homes for moderate income families. Through the efforts of NHS, \$637,500 were issued for this purpose creating a total of 7 new single family dwellings to be constructed.

D. EVALUATION OF EXISTING HOUSING ELEMENT

Programs listed in the 1980 Housing Element not specifically indicated in this evaluation were secondary and projected to be studied. Those studies have been completed, and no action is being proposed due to unavailability of funds, no builder or developer interest or infeasibility. An example of infeasibility, is that some State and Federal program rules and regulations also hamper the City's ability to respond to rehabilitation needs, as not all of the housing needing rehabilitation is occupied by lower-income households. Indeed, some of the housing in that condition is lived in by families in the moderate-income bracket. But some programs are mandated to restrict eligibility by State and Federal laws only to those families in the lower income category.

The major constraints in implementing additional housing programs for affordable housing is beyond City and State abilities to overcome. The constraints are on a national and even international level. They deal with the federal administration of budgetary commitments and the economic state of the nation and its financial institutions. National financial market and the national housing market are closely related. As almost all residential construction and sales are financed through loans, housing is crucially dependent upon credit availability and cost. The difficulties in implementing some of the housing programs are based on these national constraints of limited availability of funds to financially assist the maintenance, construction and improvement of housing, and the cost and limited profit constraints which discourage private developers to produce the necessary types of affordable housing.

With the existing land scarcity, these constraints may have been overwhelming, however, the City is pleased with the progress and implementation of the previous Housing Element. Emphasis was placed on rehabilitation of existing units as opposed to new units for obvious reasons. The difficulties of obtaining state and federal fundings hampered some program objectives, however, these attempts will be duplicated in this proposed Housing Element update. Also the City in the 1981 Housing Element, felt a commitment to the increasing number of the elderly, and during this past decade the City has provided a variety of housing types specifically for the elderly household. The City certainly is pleased with the success achieved in accomplishing housing objectives.

This updated Housing Element will move forward to new housing challenges with the changing social/economics trends. The homeless, small families and the social/economic characteristics of the City's residents will be an added priority in the new Housing programs.

Chapter VIII

GOALS AND POLICY OBJECTIVES

In accordance with the Housing Element Guidelines, this section presents a statement of goals, policies and priorities. The statement is intended to convey to the community at large La Habra's general plan for a balanced community by providing a variety of types of housing for all economic segments of the community. In addition, the goals, policies and priorities also serve as a framework or foundation for the evolution, initiation and implementation of specific programs and actions to improve the existing housing stock, produce new housing, provide financial assistance and to mitigate the adverse impacts of economic and market constraints.

The task is enormously restrictive, considering that with the exception of the Chevron Oil production fields, the City is substantially built out. Obviously, the housing needs of the community cannot be completely satisfied by additional new housing as this process will be long term entailing the recycling of older housing units. The process is also complicated by the fact, that the majority of housing in the City is maintained in good standard condition. The City has approached housing need through financial assistance and encouragement or negotiations with developers. However, as the land availability becomes more scarce, these continued programs become more difficult, thus, the City has taken a unique approach for assisting housing, and that is by improving the social status of residents by providing needed services that allow for the opportunity to increase household income. In order for householders to afford housing, jobs have to be created, training should be provided to allow residents to maintain employment which provides for adequate financial support for housing. Also, for energy and cost reduction, employment and training should be provided in proximity to the residential areas.

The City administers the Federal Jobs Training Partnership Act (JTPA) for the Northwest Group (an area comprising of the Cities of Yorba Linda, Brea Fullerton, Placentia, Buena Park, Stanton La Palma, Los Alamitos, Cypress and La Habra) and is a signatory agency to the joint powers authority for the entire Orange County Service Delivery Area (except Santa Ana and Anaheim).

In addition, the City has initiated the first child care development programs in the State and is the second City in the State to operate a Headstart program. Single head of households, especially female head of households are rapidly increasing, yet these single head of households must work in order to financially support housing. The City thus, has provided the affordable opportunity for day care and training, which allows these single head of households and low income family households, to work and to provide a safe and educational program for their children. These City administered social programs also aim at increasing social opportunities of the younger generation who are currently financially disadvantaged. These opportunities are intended, in the long run, to improve the social and economic status of future generations so that the percentage of those residents who cannot afford housing is decreased.

The following statements are, indeed a consolidation, refinement and extension of some of the housing related goals, policies and priorities that the City Council has established during the past decade.

A. GOAL STATEMENT A: NEW HOUSING

It shall be the Goal of the City to promote adequate housing developed by the private sector to meet the economic, social and transportation needs of all citizens; which best utilizes existing community facilities and structure; which minimizes the environmental hazards and incompatible land uses; and which enhances the quality of life in residential neighborhoods.

Policy A-1: Support State Housing Policy

It shall be a policy of the City to support State Housing policy of emphasizing "... the use of those public powers which impact on housing, including, but not limited to land use controls, development controls, and regulatory concessions and incentives."

Policy A-2: Integrated Strategy for Development

It shall be a policy of the City to continue to implement an integrated strategy for the development of new housing, commercial activities, provisions of public facilities and creation of employment opportunities.

Policy A-3: Support Private Sector Housing Production

It shall be the policy of the City to facilitate the efforts of the private sector in the production of new housing.

Policy A-4: Variety of Housing

It shall be the policy of the City to promote a variety of housing types at scales, values and locations carefully selected to provide housing opportunities for all economic segments of the population, while emphasizing the protection and conservation of existing single family neighborhoods.

Policy A-5: Market and Non-Market Housing Production Needs

It shall be a policy of the City to achieve to the maximum extent feasible, the production of new housing in sufficient quantity to meet both market-rate and non-market rate housing needs of the community.

Policy A-7: Land Use and Housing Components for Balance

It shall be a policy of the City to implement, through the Housing Element and Land Use component, a comprehensive set of strategies to produce job/housing balance. High value executive type housing shall be encouraged for the management and professional personnel of businesses locating or expanding in the City as well as new starter family and elderly housing.

Policy A-8: Emphasize Sales Housing for Owner Occupants

It shall be a policy of the City to emphasize the production of sales housing for prospective owner occupants.

B. GOAL STATEMENT B: MAINTENANCE AND CONSERVATION

It shall be the goal of the City to maintain and conserve the existing housing in the community in a decent safe and sanitary condition in each neighborhood; protect the quality of life in each neighborhood from encroachment of other uses or environmental hazards; and maintain the public facilities and services.

Policy B-1: Maintain Residential Character

It shall be a policy of the City to protect and maintain homogeneous single family residential areas in order to maintain the City's existing residential character by fostering improvement of homes and neighborhoods by maintenance, rehabilitation and replacement actions.

Policy B-2: Neighborhood Involvement and Organization

It shall be a policy of the City to support and foster the involvement of citizen's groups or organization to provide input from interested individuals to voice the problems and needs of the community.

Policy B-3: Incompatible Land Uses

It shall be a policy of the City to eliminate where feasible, the incompatible mixture of residential and non-residential land uses through selective rezoning and redevelopment.

Policy B-4: Public Facilities

It shall be the policy of the City to provide for or cause the provision for, the development of schools, parks, streets, sewers, storm drains, utilities, etc., and other public facilities to support the conservation and maintenance of the housing stock.

Policy B-5: Capital Improvement Support

It shall be the policy of the City to maintain a long term capital improvement program as funding permits, which identifies specific areas throughout the City and schedules projects that would directly support the conservation and maintenance of the housing stock throughout the City.

Policy B-6: Standard Condition of Housing

It shall be a policy of the City to attain a situation where the residents of La Habra live in housing that is in standard condition.

Policy B-7: Services to County Islands

It shall be a policy of the City to promote the adequate provisions of governmental services to County Islands by intergovernmental coordination, home rehabilitation for owner-occupants and owner-investors, and annexation.

Policy B-8: Neighborhood Housing Services

It shall be a policy of the City to continue to emphasize the use of residential maintenance and rehabilitation programs in the Neighborhood Strategy Area, and other designated residential rehabilitation areas.

Policy B-9: Rehabilitation Programs

It shall be a policy of the City to pursue appropriate rehabilitation programs for substandard dwelling units and participate in appropriate Federal and State grant programs in order to stimulate rehabilitation and preserve the desirable residential character of the community.

Policy B-10: Regulation and Enforcement

It shall be a policy of the City to administer and maintain necessary regulations and enforcement procedures previously established to ensure the proper maintenance of all residential dwelling units.

Policy B-11: Housing Design

It shall be the policy of the City to encourage housing providers to use elements of land use and structural design which add to the safety and security of residential environments during residential re-cycling and/or conservation.

Policy B-12: Energy Conservation

It shall be a policy of the City to encourage the design and construction of existing homes and rehabilitate housing to be built in accordance with energy saving criteria.

C. GOAL STATEMENT C: HOUSING ASSISTANCE AND BALANCE

It shall be the goal of the City to achieve adequate housing opportunities for all economic segments of the community regardless of race, creed, age, sex, ethnic background, physical condition or family status.

Policy C-1: Equal Opportunity

It shall be the policy of the City to support equal opportunity throughout the La Habra housing market area for all residents regardless of race, creed, national origin or ethnic group affiliation to obtain decent housing and suitable living environments within the City.

Policy C-2: Existing and Future Housing Needs

It shall be the policy of the City to foster the utilization, wherever possible, of the existing and future housing stock and future housing needs as the most feasible source of shelter to satisfy the housing needs of all economic segments.

Policy C-3: Assistance to Non-Profit Organizations

It shall be a policy of the City to achieve access to housing regardless of race, religion, ethnicity, sex and age by assisting efforts of non-profit organizations to combat housing discrimination.

Policy C-4: Support Participation in Housing Programs

It shall be the policy of the City to maximize the opportunities when feasible to support and participate in programs sponsored by other levels of government which would assist households in need of monetary housing assistance, financing or housing rehabilitation funds.

Policy C-5: Special Needs of the Homeless

It shall be the policy of the City to recognize the importance and the need to temporarily house the homeless, and others in crisis situations.

Policy C-6: Apartment Conversion to Ownership

It shall be the policy of the City to regard the conversion of apartments-to-condominiums as a positive contribution to the housing situation, provided that homeownership opportunities are made available to moderate-income households, tenant displacement problems are mitigated, and a desirable level of apartment or rental units are retained in the housing stock.

Policy C-7: Additional Housing Assistance Resources

It shall be the policy of the City to continue to seek additional resources to meet the needs of lower income households, special need households and the homeless, that are spending more than they can afford on shelter.

Policy C-8: Obtaining Rehabilitation Funding

It shall be the policy of the City to continue the City's active role in seeking and obtaining a wide variety of rehabilitation financing devices to meet diverse needs.

Policy C-9: Day Care

It shall be the policy of the City to promote day care services to assist the female head of household, single head of household, and the low-moderate income families special needs for day care in order to be employed to support housing costs.

Policy C-10: Special Need Households

It shall be a policy of the City to recognize the special needs of certain segments of the community including the elderly, handicapped, large families and low and moderate income families; and to make provisions for housing which facilitates these special needs.

Policy C-11: Job Training

Recognizing that affordable housing can be obtained with adequate household income, it shall be a policy of the City to promote job training/retraining for residents to increase employment opportunities which support housing costs.

Chapter IX

LA HABRA'S FIVE YEAR HOUSING PROGRAM

Once needs and constraints have been analyzed, existing conditions addressed and previous programs evaluated, a course of action to satisfy unmet housing needs should be developed. The City's good faith efforts to implement the policies and achieve the goals of this Housing Element will be demonstrated through various programs. The proposed five year program of implementation measures are designed to achieve the following:

Identify adequate sites which will be made available through zoning and development standards for a range of housing types to meet the community's goals.

Assist in the development of housing affordable to low and moderate income households.

Address and where appropriate and legally possible, remove governmental constraints on the maintenance, improvement, and development of housing.

Conserve and improve the condition of the existing affordable housing stock.

Promote equal housing opportunities.

Additionally, the Housing Element is to identify the agencies or officials responsible for implementation of the five year housing programs. La Habra, with its various departments and divisions plays the crucial role in implementing housing programs. The City's housing efforts are funded by the municipal budget and various grants and contracts from federal, state and county divisions such as the Federal Housing and Community Development Act Grant. In addition, by participation of city officials and contractual agreements, other housing assistance providers are the La Habra Neighborhood Housing Services, Inc., and the Orange County Housing Authority. The City's five year housing programs are identified as follows under the agencies responsible;

A. LOCAL GOVERNMENT

The City is involved in the development of housing through zoning, subdivision, and building regulations. Additionally, the City provides financial assistance for housing development and rehabilitation. The active departments that would implement the programs set forth, under the policy guidance of the City Council, include: (1) the Office of the City Manager, (OCM); (2) the Community Development Group comprised of the Planning, Building and Safety, Engineering, Economic Development, Community Preservation and Redevelopment Departments/Divisions, (CDD); (3) The Community Services Group including the Child Development, Employment and Training and Social Services Divisions, (CSD). Unless otherwise identified, the City Planning Department of CDD, in conjunction with the the Office of the City Manager, implements most of the City's programs. The various programs that the City will or continue to implement are as follows:

1. General Plan Update and Implementation.

The City's CDD is currently undergoing an extensive update of the General Plan which this Housing Element is part of this process. The General Plan Land Use Component will identify and preserve established neighborhoods of various residential types. The General Plan process will also include the identification of vacant or underutilized sites for potential residential development. A wide range of housing types will be encouraged for transitional areas of the City to meet the community housing need. A Transitional - Commercial/Residential land use designa-

tion has recently been incorporated into the General Plan, which allows for land as they come available, to develop either commercially, or as high density residentially. Consideration and incorporation of density bonuses for affordable housing will be included in the General Plan update of the Land Use component. The General Plan update should be completed by 1991, resulting in approximately 313 new housing units with the conservation of 1,057 existing housing units. The conservation of these existing units provides for maintenance of a variety of housing types which encompass all levels of income households. The implementation of the Land Use Component by the CDD is a program that involves an ongoing process.

2. Land Use Controls and Enforcement.

Most of City's housing stock conforms to the provisions of both the Land Use Element and Zoning Code. The Zoning Code establishes the housing types, densities and development standards for various categories of residential land use. The Code also protects those housing units that are "nonconforming" in use or structures. Such housing units and their occupants, however, are not excluded from the potential benefits of the City's housing improvement programs later described in this Section. In 1983, the Code was amended to allow replacement of a dwelling unit on nonconforming lots and further allowed administrative approval of certain variations from the development standards of the Code for properties that are within the target areas of City sponsored housing rehabilitation programs. It is expected that this latter provision of the Zoning Code will facilitate the time and cost reduction for rehabilitation projects of 10 single family homes. Implementation of the Zoning Code by the CDD is an ongoing program.

The City has adopted and the Building and Safety Dept. enforces the Uniform Housing Code, 1982 Edition. The Housing Code specifies those conditions of existing housing which are deemed to be substandard and sets forth procedures for their improvement or removal. The purpose of the City's code enforcement program is to safeguard the health and safety conditions of the residents (including overcrowding) and address structure improvement of the existing housing stock. The program is interrelated with neighborhood revitalization activities, particularly the programs administered through NHS. Enforcement of the Housing Code involves inspections request which are made to the City. Those conditions of violations of Code standards must be corrected if the owner wishes to obtain assistance through one of the rehabilitation programs. The City has assigned one official exclusively to this program to complete the initial inspection, identify code violations and ensure compliance with the appropriate city ordinances throughout the rehabilitation process. Housing Code enforcement is an active program of the City and will continue to be during the next five years.

3. Housing Rehabilitation Assistance.

- a. The City has always been actively involved with its senior citizens and is constantly working towards creating and improving housing for these residents. One activity financed by contractual allocations made by the County of Orange, as an entitlement jurisdiction, is an Urban County grant from the U.S. Department Of Housing and Urban Development Block Grant program. The City's Economic Development Dept. in cooperation with Mercury Savings and Loan offers a special home improvement program especially for senior citizens over the age of 55, with low to moderate income. This is an ongoing program. Since 1978, the City has facilitated 31 such loans and within the five year horizon it is projected that an additional 13 such loans will be utilized by senior home owners.
- b. Another ongoing program, is the First Interstate Loan again administered through NHS. The City and

First Interstate Bank have developed a special Home Improvement Loan Program for residents with low to moderate incomes within a designated target area. The program offers homeowners in this area loans from \$1,000 to \$20,000 for Home Improvement with a 15 year term at an interest rate of 8.5 percent. It is projected that an additional 5 loans will be utilized by residents within the five year schedule.

- c. The City's Economic Development and Planning Depts., in conjunction with the Office of the City Manager will continue to investigate and utilize whatever subsidy programs available to provide home affordability and rehabilitation assistance to the elderly, very low-moderate income households, first time home buyers and single head of households. With the cooperation of local lending institutions, below market financing for low-moderate income families to purchase or rehabilitate homes in the NHS target area could yield assistance to an additional 10 households.

4 & 5. Density Bonus for Seniors/Low-Moderate Income Families.

A second program of the City established for senior residents, is the continuation of policy for density bonuses for senior housing. The City has approved three senior housing projects with a cumulative total of 234 units since 1982 at densities well above the highest range allowed by zoning, because the projects provided needed senior housing. In addition to this established precedence, the City has also granted parking and floor space reductions. The City's CDD will also study and implement a density bonus in accordance to State mandates for affordable households. The continuation of the City's policy on senior housing and the inclusion of the mandated density bonuses for affordable housing may increase the housing stock by 20 units.

6. Special Needs of the Handicapped.

The City's CDD, (Building and Safety Dept.), enforces through the plan check process, Title 24, of the California Administrative Code, which provides regulations for adaptability and accessibility of apartment buildings to provide for the safety and welfare of physically handicapped residents (and or visitors). Since the law has been in effect, the City has required a total of 79 apartment units to be handicapped accessible. Accessibility or adaptability means the allocation of at least \$760.00 per unit for the provision of grab bars, rails, lower light switches, lower counters or wider door improvements. However, this requirement is contingent on the number of units per project (5 or more) and the location of the units (ground floor). For an apartment complex to be handicapped equipped, the project must consist of more than 21 units. The City's infill parcels are extremely limited for future development of a residential project as significant as 22 or more units. Handicapped accessible units are projected within the five year horizon, to total 50 apartment units.

7. Priority Processing.

The City's CDD will give priority processing to those very low and low income developments. Generally, housing cost increase with the time needed to obtain required project approvals. "Priority processing" is intended to expedite the approval of applications for low cost housing and to make such development more attractive to developers. The impact of this technique upon reduction of housing cost is uncertain.

8. La Habra Boulevard Specific Plan.

The City has prepared and adopted the La Habra Boulevard Specific Plan along the downtown portion of the City.

The newly created Transitional Commercial-Residential General Plan Land Use designation which has been placed on ten properties within the Specific Plan area should yield some multiple family residential projects. The goals and objectives of the Specific Plan are designed to be accomplished in the long term program, for example, to develop a sizable project, several substandard lots need to be acquired, combined and their on-site improvements removed for appropriate residential developments. However, through the five year schedule of this Element, 50 additional units could be added to the housing stock of multiple family dwellings, through the Specific Plan process, implemented by the City's CDD.

9. Second Units.

The City's Planning Dept. will continue to allow second units on single family designated lots with approval of a conditional use permit. Within the five year horizon, approximately 5 second units are projected to be developed.

10. Elderly Unit/"Granny Flats".

The City Planning Dept., will continue to encourage "granny flats", (second units in single family lots with smaller floor area and less restrictive standards), with approval of a conditional use permit. Approximately 5 such units are projected to be developed within the five year program.

11. Referral Service for Housing Discrimination.

To discourage discrimination, the City's OCM and CDD, will continue to seek state and federal enforcement of fair housing laws and will cooperate with local agencies that investigate claims of discrimination.

12. Support La Habra Neighborhood Housing Service.

The City's OCM and CDD will continue to support La Habra NHS, and will continue to exempt planning fees for development applications for housing rehabilitation.

13. Enhance Residential Quality and Energy Conservation.

The City's CDD will endeavor through the development review process to ensure that the City's community character, housing quality visual environment are improved, and that energy conservation features are incorporated into the design of residential developments.

14. Condominium Conversion

The City's CDD will continue to enforce the Condominium Conversion Ordinance and policies which will create affordable housing for moderate income household purchase, and preserve a percentage of rental units. Though it is not expected that within the five year horizon, that an apartment complex will convert to condominiums.

15. Infrastructure Improvement

The City's OCM and CDD, (Engineering Dept.), has an ongoing municipally-funded public works program that generates improvements and maintenance to the community's infrastructure.

16. New Development

The City should experience within the five year time frame of this Element, housing production of an estimated 300 units. The majority of the new development will be small scale on vacant infill sites and of recycling older units with higher densities. Should an environmental document be certified, a specific plan may be approved and implemented, the Chevron Oil production field may yield approximately 1,000 additional units phased within a 5 to 10 year period. If this should occur, it is projected that approximately 300 units could be constructed within the 5 year planning horizon of this Element.

17. Job Training

Continue City's OCM and CSD administration of the Jobs Training Partnership Act Grant, for the JTPA program for the Northwest Group. The program emphasize programs for youth with approximately 52% of allocations appropriated to youth programs, with the balance to On-The Job-Training, etc. The programs also provides for older workers and displaced workers. The Northwest Group is the second largest program administered in the County, surpassed only by the County. The JTPA program is engaged in cooperating with the State's GAIN program. The latter is designed to reduce welfare expenditures by training the seeking of employment for welfare recipients and long-term unemployed.

18. Child Development

Continuation of the City operated Child Development Care programs, implemented by the OCM and CDD. The Child Development Care program has been operated by the City for the past 15 years. The program is financially supported by two sources of monies, parent fees and grants from the State Department of Education. The programs, by State law, are restricted to children from homes with income at 80% or less of the adjusted family median income. The exception is the Latchkey program which has a minimum ratio of 50% of children with parents paying full cost fees.

19. Headstart

Continue operation and expansion of the Headstart program. With the discontinuance of the Headstart program by the school district, the City became only the second city in the State to operate this program. The City provides land and the structure for this facility and the program operation is budgeted through federal grant funds. The program is expected to expand 25% from 85 children in 1990-1991 to 136 children in 1991-1992 and again 18 percent by 1992-1993 to 166 children. The City's OCM and CSD implements this program.

20. Homeless/Emergency Shelter

Study provisions for temporary shelter for the homeless, i.e. ordinance allowances for development and or fast tracking of development proposals and identify appropriate sites for emergency shelters. Currently, the City has an preliminary proposal by "Mary's Home", a non-profit organization sponsoring a project assisting families in transition to move from homelessness into permanent housing. The preliminary proposal consists of 40 housing units and has a proposed site location as identified on Map 4, and Table 19 in this Element.

21. Impact Fees

The City's CDD will study provisions for new development for impact on affordable housing. Investigate nexus of new development and affordable housing in the City and develop reasonable formula to compensate for the provision of very low and low cost housing.

22. Modular/Mobile Housing

Continue the allowance and encouragement of modular/mobile housing in residentially zoned properties, and to maintain zoning and General Plan designation for the five existing mobilehome parks. The City's CDD is responsible for land use processing of these items.

23. Density Increase

The City's CDD shall initiate study of density increase for residential land use ranges. Currently, the highest residential density range designation is 15 to 23 units to the acre. The City will study the potential impacts of increasing this density range and unit floor area requirements to allow the potential of increase housing units on available and recyclable land.

B. CITY OF LA HABRA REDEVELOPMENT AGENCY

The Redevelopment Agency of the City of La Habra was activated pursuant to provisions of the State Health and Safety Code, by adoption of Ordinance on January 7, 1975. The City Council and the Agency have approved eight small redevelopment projects areas in accordance with state law. An integral element of the redevelopment process is provision relating to the development of affordable housing for persons and families of low and moderate income. Specifically the law (Health and Safety Code 33334.2, etc. seg.) requires redevelopment agencies to set aside 20 percent of the tax increment generated in each project area, and any interest earned on those increments, in a special Low and Moderate income housing funds unless certain findings are made. The City's OCM and CDD will be responsible for the implementation of the RDA programs.

The City Redevelopment Agency is complying with this provision and during the past ten years has moved to provide resale housing affordability by the sale of a unique residential mortgage revenue bond issue. This Mortgage Revenue Bond program included moderate income limits for borrowers and requirements for homes purchased to

meet certain required standards (including the provision for rehabilitation), with loans offered on a City wide basis. Loans for 80 percent to 95 percent of loan to value were made to 424 families/individuals.

24. Redevelopment Agency powers

The Agency has purchased a parcel of land, utilizing the 20 percent low-moderate income housing set-aside, for a future development of a Senior citizen apartment complex. The property, costing \$370,500, was purchased with available set-aside monies plus a note to be paid from future housing set-aside funds. The property will accommodate approximately 18 senior or 13 small family apartment units.

24a. Approximately \$450,000 of the balance and expected accrual of the 20% set aside tax increment fund within the 5 year housing period, for low-moderate housing, if not utilized for the construction of the apartment complex for Program #24, will be utilized for the establishment of low and moderate income housing programs to be administered by the Redevelopment Agency through the OCM and the CDD. Housing programs to be investigated may include, but not be limited to, mortgage revenue bonds with emphasis on first time home buyers and single head households, revolving loans, and substandard housing rehabilitation. These programs to be investigated by 1991 and implemented thereafter.

C. ORANGE COUNTY HOUSING AUTHORITY

Housing authorities are local public agencies authorized by State law to provide housing for "persons or families who lack the amount of income necessary to enable them to live in decent safe and sanitary dwellings" (Health and Safety Code Section 34200-34506). The City is a participant member of the Orange County Housing Authority, OCHA. Membership is expected to continue through the five year housing program schedule. City staff members of the CDD and CSD participates in the implementation of the OCHA programs.

25. Section 8 Existing

The City will continue to participate in and promote the Section 8 Existing Housing Program. The City currently participates in Section 8 Existing program. To qualify, a household must have an income of 80% or less of the County's median income, adjusted for family size. It is projected that 230 households will continue to receive Section 8 assistance if this program is extended by the Federal Government.

26. Housing Voucher program.

The City will participate in the Housing Voucher program if it become available, or replaces the Section 8 certificates. Housing vouchers are allocated using the same eligibility requirements applied to Section 8 certificates. However, families with vouchers have a broader range of housing and neighborhoods from which to choose. They are not limited to "fair market rate" rental units as are Section 8 certificate holders.

27. Section 8 New Construction.

Section 8 new construction is one component of the City's strategy for meeting the financial assistance needs of renter households in new housing, that is continuously monitored. Like its counterpart in the existing housing stock, the new construction component offers monthly assistance payments so that lower income tenants pay no more than 25.0 percent of their income for housing. Under the auspices of that program, a 56 unit senior citizen apartment complex was completed in 1977. The usage of this program is difficult to project, as implementation requires availability of property for purchase. The unachieved goal of the 1981 Housing Element was 50 new additional units to be built under the provision of Section 8 new construction program. This program is again placed in this Housing update to achieve 50 new rental units.

D. LA HABRA NEIGHBORHOOD HOUSING SERVICES

La Habra Neighborhood Housing Services, NHS is a partnership arrangement involving financial institutions, the City and the community being served. The City initiated the process of developing an NHS program and is quite unique in that respect. NHS is a tax exempt nonprofit corporation with a board of directors comprised of local community and business leaders. The corporation operates in the public interest.

Included in the above NHS/RLF programs, the City also facilitates and promotes the revitalization of urbanized County Islands. La Habra has a strong policy of delivering municipal level services to ``island'' neighborhoods. For this reason, the City actively encouraged housing rehabilitation of nearby unincorporated neighborhoods. The unincorporated ``islands'' rehabilitation loan program operates from an initial allocation of \$86,000 from the County's CDBG funding and is administered by NHS. Thus far, three loans have been issued for a total of \$57,500. Since the programs inception, however many of the County islands have been annexed into the City to facilitate even services. However funding is available for the remaining County islands for home rehabilitation.

28. HCD/High Risk Revolving Loan Fund.

The City from its annual CDBG funds, has allocated resources to the NHS owner-occupant, high risk revolving loan fund. Through 1989, 107 loans in the amount of \$1,588,915 had been made. These loans are limited to non-bankable clients. Between the 1989 and 1994, it is projected that 75 additional loans can be made for rehabilitation if funding remains supportive .

29. NHS/Revolving Loan Fund

Continued financial support and implementation of the NHS owner-occupant revolving loan program. This program was established to provide assistance to lower income owners for the rehabilitation of homes or to construct new housing sold to low to moderate income families within the Neighborhood Housing Service Target area. Through 1989, 19 loans were made of which 7 were for new construction. It is projected that during the Housing Element horizon, a total of 25 loans can be made to rehabilitate or construct new housing.

E. MAXIMUM FEASIBLE UNITS:

Based upon the needs assessment, the regional housing needs, the evaluation of the previous Housing Element and current and projected housing programs and development, the following numbers are estimates of the maximum feasible units that could be achieved under the best conditions during the five year housing plan.

Construction:	1,106
Rehabilitation:	138
Conservation:	1,287
Total:	2,531 Units

New construction units were estimated by projecting the number of units that can be developed on existing vacant land, recycled and rezoned sites. Rehabilitation of units were estimated by projecting the number of units which could be rehabilitated with available CDBG funds and future fundings. Conserved units were estimated by projecting the number of households receiving subsidized assistance and the number of units protected by recent land use designation changes of the General Plan Land Use component and the Zoning Map.

Of the total maximum potential units to be built, conserved or rehabilitated, 929 or 36 percent are targeted for very low-low income households; 1,202 or 48 percent will serve moderate income households and 400 or 16 percent of the total units will serve high income families.

Table 29

**Quantified Summary of Housing Programs
1989-1994**

Program Description	Policy Objectives	Responsible Agency	Financing	Timing	5 - year Goal
1. General Plan Update Conserve, new housing	A-2,4,5,7; B-1, 3,4,5,7,10; C-1,2	City Planning Dept., CDD	General Fund	1991	313 New (all types) 11,057 Conserve
2. Code Enforcement Maintenance	A-1; B-1,6,8,10, 11,12; C-2	City Bldg. & Safety, CDD	General Fund	On-going	10 Rehab Units (VL, L)
3. City Rehabilitation Assistance	B-9; C-1,7,8	City Economic Dev., CDD	General Fund	On-going	28 Rehab. Units (VL, L, Mod.)
4-5. Density Bonuses New Construction	A-3,4,8; C-7,10	City Planning (Review), CDD	General Fund	1991	20 new Units (VL, L)
6. Handicaped Regs. New Construction	C-7,10	City Bldg. & Safety, CDD	General Fund	On-going	Facilitates access
7. Priority Processing Assistance	A-3,4; B-8; C-10	City Planning Dept., CDD	General Fund	On-going	Facilitates Housing
8. L.H. Specific Plan New Construction	A-2,3,4,5,7	City Planning Dept., CDD	Development Fees	On-going	50 new units (Mod.)
9. Second Units New Construction	A-1,3,4,5; B-2; C-7,10	City Planning (Review), CDD	General Fund	On-going	5 new units (VL, L)
10. "Granny Flats" New Construction	A-1,3,4,5; B-2; C-7,10	City Planning (Review), CDD	General Fund	On-going	5 new units (VL, L)
11. Referral Assist. Maintenance	A-1; C-1,3,10	OCM, CDD	General Fund	On-going	Facilitates Maintenance
12. N.H.S. Programs	A-3; B-2,8,9; C-10	City Planning OCM, CDD	General Fund	On-going	Facilitates Conservation
13. Energy/Quality Review Process	B-1,11,12	City Planning Dept., CDD	General Fund	On-going	Facilitates Improvement
14. Condo. Conversion Conservation	A-4; C-6,10	City Planning Dept., CDD	General Fund	On-going	Conservation
15. Infrastructure	A-2; B-4,5	City Engineer CDD, OCM	General Fund	On-going	Facilitates Improvement
16. New Development New Construction	A-2,3,4,5,7,8; B-3; C-1	City Planning (Review), CDD	Development Fees	5 yrs.	600 New units (300 high, 300 mod.)
17. Job Training Social Improvement	A-2; C-1,7,10,11	OCM & CSD County	General Fund Contract	On-going	Facilitates Affordability

Table 29 (Part two)

**Quantified Summary of Housing Programs
1989-1994**

18. Child Development Social Improvement	A-2; C-7,9	OCM & CSD	Parents fees state grants	On-going	Facilitates Affordability
19. Headstart Social Improvement	A-2; C-7,9,10	OCM & CSD	federal grants Local Gov.	On-going	Facilitates Affordability
20. Homeless New Construction	A-3; C-5,7	City Planning Dept., CDD	General Fund	1992	40 new units (VL, L)
21. Impact Fees Conservation-new	A-1,2,4,5; B-1 C-1,3,4,7,10	City Planning Dept., CDD	General Fund	1991	To be determined (VL, L)
22. Modular/Mobilehomes Conservation-new	A-4; B-1; C-10	City Planning (Review), CDD	General Fund	On-going	To be determined
23. Density Increase	A-1,3,4,5,7,8; B-11; C-10	City Planning Dept., CDD	General Fund	1991	To be determined
24-24A. Redevelopment	A-1,3,4; B-11; C-1,3,4,7,10	OCM, CDD, RDA Eco. Plg.	20% set aside	1992	18 new units (VL, L, Mod.)
25. Section 8 Rental Financial Assist.	C-1,4,7,10	City Planning OCHA	Section 8 Funds	On-going as funds are available	230 units conservation (VL, L)
26. Housing Vouchers Financial Assist.	C-1,4,7,10	City Planning OCHA	Section 8 Funds	On-going as funds are available	Facilities Affordability
27. Section 8 new construction	A-1,2,3,4,5; C-1, 3,4,7,10	City Planning OCHA	Section 8 Funds	On-going as funds are available	50 new units (VL, L)
28. H.C.D./ RLF Rehabilitation	A-4; B-1,2,7,8,9; C-1,2,3,4,10	CDBG	CDBG	On-going	75 units Rehabilitation (VL, L)
29. N.H.S. Rehabilitation	A-4; B-1,2,7,8,9; C-1,2,3,4,10	Local Lenders Local Gov.	Local lenders Local Gov.	On-going	25 units Rehabilitation (VL, L)
30-31. Federal Assist. Housing Conservation	A-4; B-1,2,7,8,9; C-1,2,3,4,10	City Planning HUD & CDD	Developer Owner	1992	Facilitates Affordability

Chapter X

PUBLIC PARTICIPATION

The La Habra Housing Element has been prepared under the guidance of the State Office of Research and Planning State Department General Plan Guidelines. In the process of preparing the Housing Element, meetings have been conducted with the City Council, Planning Commission, city staff and the Community General Plan Advisory Committee. The Community General Plan Advisory Committee consists of residents, representatives of social organizations, commissions, business, schools and other agencies and organizations within the community. Prior to the course of the development of this Housing Element, the City of La Habra conducted surveys with the general public and officials to solicit their input regarding the updating of the City's General Plan and what directions they wanted the City to develop.

The City Council finding that public participation is a priority in the development of the City's General Plan and Housing Element, formulated the Community General Plan Advisory Committee, which has participated in approximately 20 meetings, of which at least 3 meetings were devoted to the preparation and review of this Housing Element update. This significant commitment and participation of the Committee has led to the gradual development of this Housing Element.

Copies of this Housing Element have been forwarded to those community agencies and organizations involved in housing for further comment, and copies have also been made available to the general public.

The City of La Habra City Council and Planning Commission have conducted two public joint study sessions on this Element. There has been one public hearing before the Planning Commission and one public hearing before the City Council to assure maximum public participation.

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AMENDMENT TO
THE HOUSING COMPONENT

CHAPTER XI
PRESERVATION OF ASSISTED HOUSING

Adopted by Resolution No. 4064
December 17, 1991

Prepared by: La Habra Community Development Division

CITY COUNCIL

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William D. Mahoney, Mayor Pro Tem
John C. Holmberg, Councilman
David M. Cheverton, Councilman
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CITY MANAGER
C. Lee Risner

CHAPTER XI

PRESERVATION OF ASSISTED HOUSING

Recently, new legislation enacted in 1989, (SB 1281, Chapter 1451), expands the required contents of a housing element to include an assessment and inventory of existing assisted low-income housing developments that are eligible to convert within the ten year analysis period (July 1, 1989 to June 30, 1999). The inventory includes all multiple family rental units which are assisted under Federal, State and/or local loan and rental subsidy programs. This assessment is required to be incorporated into the Housing Element by January 1, 1992.

A. INVENTORY OF ASSISTED HOUSING UNITS:

There are two low income rental unit complexes in the City that were financed using low interest F.H.A. insured loans in exchange for keeping rental rates affordable for low income people. While the term of the mortgages for these two projects is 40 years, the owners are allowed to prepay the loan after 20 years and raise rents to any profit-making levels desired. These two low income rental unit projects, subject to termination of federal subsidies are as follows:

1. Casa El Centro:

Located at 101 North Cypress Street, is a 56, one bedroom unit senior citizen apartment complex. The project is owned by the Stuard Family Trust in El Toro, California. The complex was developed in 1978 with Section 8 New Construction and Section 221 (d), (4), monies. The new construction component offers monthly housing assistance payment so that lower income tenants pay no more than 30.0 percent of their income for housing. This particular development was a long term ambition of the City and the site was planned specifically for senior citizen housing by the Redevelopment Agency in its "Plan for Downtown Redevelopment". The project received special design consideration for increased density, decreased square footage in the size of the units and a parking reduction to better suit the needs of the elderly. The contract for assistance is for 20 years. This project's earliest date to negotiate for subsidy termination was November of 1990 with the contract extending for ten years thereafter.

The current five year term of the contract began on April 2, 1990 and expires on April 1, 1995. The contract may be renewed for one more additional five year term beginning April 2, 1995.

2. Las Lomas Gardens:

Located at 940 West Las Lomas Drive, is a 112 unit apartment complex owned by Goldrich, Kest and Associates in Culver City, California. This multiple family development consists of 14 one -bedroom units, 48 two-bedroom units, 44 three-bedroom units and 6 four-bedroom units. In 1969, the City approved this development whose lower-income occupants were to receive the cost reducing benefits caused by below market interest rate financing. This was the first development in Orange County to be assisted by Section 236 Interest Reduction Payment Program. Under Section 236, periodic payments are made to private lenders who have financed low-income rental and cooperative housing projects. These payments amount to the difference between monthly debt expenses at market interest rate. Since debt service payments are reduced, the monthly rents are reduced and more within the economic means of lower-income households. As a result, Las Lomas Garden apartment has some of the lower rental rates in the City. The terms of this contract is for 40 years with the earliest date for negotiation to terminate the contract on July 15, 1991, and then extending 20 years thereafter. On July 31, 1990, the owner filed with HUD, a Notice of Intent to Prepay, but as of August 1991 the owner has not taken any further action.

The City has no other governmental assisted projects with the exception of Section 8 existing certificates and vouchers administered by the Orange County Housing Authority which is not an affected program pursuant to this legislation.

B. TEN YEAR ANALYSIS PERIOD:

The ten year planning horizon of the City of La Habra Housing Element is from July 1, 1989, through June 30, 1999. The horizon of the current Housing Element is from July 1, 1989, to June 30, 1994, at which time the Element would require to be updated and reviewed by the State for compliance to state legislation. The current effective Housing Element was adopted by the City of La Habra City Council on July 30, 1989. The Housing Element was adopted after receipt of comments from the State Housing and Community Development, (HCD), and revisions were made to address the comments of the state reviewer. Part of the comments of the current effective Housing Element was to incorporate this Chapter on Subsidized Housing by January 1, 1992. This amendment therefore, covers the potentiality of lost assisted affordable units within this five year horizon of the current effective Element.

1. First Five Years:

Between July 1, 1989, and June 30, 1994, the property owners of Casa El Centro, have the option to negotiate for subsidy termination. The owners of Casa El Centro did not utilize their option to opt out of the contract in November 1990, instead extending their contract to November 1995. These 56 subsidized units are protected from removal from the affordable rental housing stock until April 1995, beyond the effective date of this current Housing Element. The contract with HUD may be renewed at the option of the owner for one more additional five year term beginning on April 2, 1995, and extending to April 1, 2000. If the owner opts out of the contract, they will have to file a Notice of Intent no later than April 1, 1994. If a Notice is not filed by April 1994 the contract is automatically renewed for an additional five years. Constant monitoring of the status of this project will have to be maintained to appropriately address the potentiality of the risk of these 56 units losing use restrictions in the City's updated Housing Element in 1994.

The owners of the 112 unit Las Lomas Gardens, had the option of prepaying the mortgage on July 31, 1991, effecting the current five year horizon of the City's Housing Element. The owners did file a Notice of Intent to Prepay, which is a prerequisite to the process for conversion. The owners however, have not filed a Plan of Action and have indicated to the City through verbal and written communication, that the firm has no present plans for prepaying the HUD mortgage and in fact, their likely intent is to eventually obtain a new HUD insured second mortgage which would maintain the units affordable for an additional 20 years. HUD has also confirmed to the City that the owners have taken no further actions.

However, should the owner intend to change the project status, such action, as well as certain actions by the City, would be subject to the provisions of federal law, specifically, the Emergency Low-Income Housing Preservation Act, (ELIHPA) or the Low-Income Housing Preservation Act (LIHPRA). These acts can provide additional federal incentives to maintain the affordable restrictions for another 20 to 50 years.

It appears unlikely that any units from these two federally assisted housing projects will actually lose their use restrictions within the first five year subset of the ten year analysis period. However, technically, the 112 units of Las Lomas Gardens are considered to be at risk during this five year horizon.

2. Second Five Years:

Casa El Centro has another option in April 1995, to renew the Contract for Section 8 HAP for an additional five years. The owners have indicated their intent to renew their contract for the second five year term. Like the owners of Las Lomas Gardens, who have also indicated their intent to secure a second mortgage loan to maintain the affordability of these units, the owners of Casa El Centro cannot predict what the contents and impacts are that would result with new legislation due in 1992, and any future new laws and pending development of other federal incentives, that may effect their final decision. The owners, acting with good business sense, are not willing to make a commitment of future actions beyond the first five year period. Thus at this point in time, there is no solid commitment that either the 56 senior units or the 112 family units will not be at risk of conversion to market rates in the long term within HCD's ten year required analysis. It appears that such business projections are ineffectual, especially, when potential new legislations effecting conversion may dramatically effect such decisions.

Technically, (though probably not actually), therefore, the 56 senior units of Casa El Centro will be a risk during the second five year subset of the ten year horizon.

C. COST ANALYSIS:

The state legislation also requires that the City provide an analysis which estimates the total cost of producing new rental housing that is comparable in size and rent levels, to replace the units that could be changed from low-income use, and an estimated cost of preserving the assisted housing developments.

Since both Casa El Centro and Las Lomas Gardens collective 168 unit apartments will technically fall under the category of being "at risks of loss" during the ten year analysis period, rough and preliminary cost estimates are being provided for discussion purposes.

1. Replacement Costs:

To replace the two subject projects with new construction would definitely pose a question of economically feasibility. The nation is currently within a economically recessed period, which is

Table 30

Las Lomas Gardens:

Construction Cost:

Site Improvements	\$800,000
Building Construction	\$5,686,500
Contingency	\$1,600,000
Total Construction Cost:	\$6,486,500

Other Costs:

Construction Cost:	\$6,486,500
Various Fees :	\$1,085,000
Interests Reserve:	\$900,000
Land Cost:	\$4,684,450

TOTAL REPLACEMENT COST: \$13,150,950
(\$117,464 per unit)

Table 31**Casa El Centro:****Construction Cost:**

Site Improvements	344,000
Building Construction	2,456,100
Contingency	688,000
Total Construction Cost:	\$3,488,100

Other Costs:

Construction Cost:	\$3,488,100
Various Fees :	\$ 600,000
Interests Reserve:	\$ 478,300
Land Cost:	\$ 794,550

TOTAL REPLACEMENT COST: \$5,360,950
 (\$95,731 per unit)

quite evident in North Orange County and can be documented in the City by the lack of building permits currently being issued for new development. Utilizing figures for residential development in today's depressed market, and further making general assumptions, replacement costs within the ten year period are as follows in Table 30 and 31. A replacement cost for Las Lomas 112 units which is at risk during the first five year subset of the ten year period, would be at \$13,150,950. Casa El Centro's 56 senior apartments are at risk in the second five year subset of the ten year analysis period. Replacement cost is estimated at \$95,731.

The above analysis utilizes general assumptions and rounded off estimates, not all contingency costs are included. Both projects are high cost items for replacement and the City would have major economic constraints to replace these projects due to limited and restricted reserves.

2. Preservation Analysis:

a. Las Lomas Gardens

The roughly estimated market value of Las Lomas Gardens is \$9,474,000, but operations/management, debt service and capital expenditures reduces the net spendable cash to approximately \$355,900. With a new mortgage, this project would have a negative cash flow. The pertinent preservation costs would be the public subsidies needed, and if additional federal incentives were provided, the preservation costs would not be nearly as much as new construction even though the apartments have depreciated 20 years.

b. Casa El Centro

Casa El Centro which does not have as much depreciation as the Las Lomas Gardens, has a rough estimated market value of \$3,575,000 with operational costs resulting in a net spendable cash flow of only \$119,149. With a new mortgage, this project would have a negative cash flow. Purchase of these apartments would likewise be near the cost for new construction even though these units have depreciated ten years.

D. CONSTRAINTS FOR REPLACEMENT/PRESERVATION OF AT RISK UNITS:

The conversion of any of these two projects to market-rate rent is subject to federal government regulations which could affect termination date of the subsidy contracts. Other constraints for replacement or preservation of these "at risk" units are the effects of prevailing trends.

1. Construction Cost:

There are several factors which affect the feasibility of producing new rental units comparable in size and rent levels to replace "at risk" projects in La Habra. First, the demand for housing in Orange County is high, and the value of residential land as well as construction costs has become a substantial factor in the cost of developing housing. It is only expected that these costs will increase and there is no foreseen trend which would change the housing market such that these major factors will be reduced. The cost of new construction in this hypothetical analysis, dictates that higher rents than those currently charged by either project, would have to be substantially higher than very low to moderate income households can accommodate. For example, to make construction economically feasible to replace the Las Lomas Garden apartments would require the average rent to increase approximately \$200 above fair market rents. This fact represents that replacement of these projects are not economically feasible.

2. Building Design:

Also in regards to Las Lomas, this apartment complex has a substantial number of three and four bedrooms units and in today's market, not many new developments are being built with more than two bedrooms per unit.

3. Land Availability:

One of the major constraints that the City has in regards to any new development has been discussed in length throughout this Element, and that is the lack of available land. An apartment complex like Las Lomas Gardens, requires at least 5.5 acres to be built, even if there is a variance on development standards. The City has no such vacant parcel available for such development. The only current vacant site is 7 acres, but this land is designated for commercial professional use and is currently being master planned by the owners for the hospital expansion of medical offices. Similarly, Casa El Centro is built upon an acre of land in downtown La Habra Boulevard, with variances for increase density, and reduction of parking and building square footage. Because these units are for seniors, other prominent considerations for this project's location were proximity to services and transportation. There is currently no site along La Habra Boulevard near downtown which can duplicate the apartment's current advantages.

E. OPPORTUNITIES FOR REPLACEMENT/PRESERVATION OF AT RISK UNITS:

The City recognizes the need for conserving affordable housing and the impact it would have on low income households if these units are not preserved. In order to maintain a healthy percentage of affordable housing, the City is already committed to encourage the provisions of affordable housing as new multiple family projects are built. There are two specific projects which the City is currently involved with.

1. Redevelopment Agency:

Within the adopted Housing Element, one of the proposed programs is to guide the development for a 12 unit apartment project to be owned, developed and managed by the La Habra Neighborhood Housing Services (NHS), in partnership with the La Habra Redevelopment Agency. The proposed project will consist of 4 one-bedroom units and 8 two-bedroom units with rents to be maintained at affordable rates (as established by the Orange County Housing Authority) for families whose income does not exceed 50% of the county median. If all approvals and negotiations are successful, the proposed project could be constructed and operational within the first five year subset of the ten year analysis period.

2. Density Bonuses:

The City is currently working with a property owner to develop a small multiple family project of 13 apartment units. The City will consider granting a density bonus for 5 of the 13 units providing they are made affordable for a 30 year period. The project is being considered under a lower density residential designation that would allow a maximum density of 8 units. The 5 unit increase represents a 62% increase in density allowance over current land use designations. This project is currently scheduled for consideration of entitlements and if approved could also be constructed within the first five year subset.

F. OTHER RESOURCES FOR PRESERVATION OF AT RISK UNITS:

The City has made numerous inquiries to local non profit and public agencies to ascertain whether they are capable and interested in acquiring and managing the two existing projects and maintain affordable controls, if the projects were available for sale. A total of eight agencies were interviewed with only three positive responses.

1. California Housing Partnership Corporation (CHPC):

The City has been in contact with the California Housing Partnership Corporation regarding the preservation of affordable units for low and very low income households. CHPC has expressed interest in assisting the City in the development of strategies and the evaluation of new sources of funding for the preservation of affordable units. Although, they do not have the financial resources to acquire the properties, they may be of assistance in developing the specific details of the programs the City may implement to assist in the preservation of at risk units.

2. Orange County Community Housing Corporation (OCCHC):

OCCHC is one of the largest developers of affordable housing in the County. OCCHC has expressed their interest in assisting the City in the preservation of housing at risk. This Corporation builds and manages units for low income households. They also purchase projects, rehabilitate, and manage them. They have worked with many cities in Orange County and own over 95 affordable units throughout the County.

3. Neighborhood Housing Services of La Habra (NHS):

Neighborhood Housing Services of La Habra is a not for profit organization which has also expressed their interest in preserving affordable rental units in the City. NHS would consider acquiring "at risk" assisted units, should they become available for sale.

Since the owners of Casa El Centro and Las Lomas Garden apartments, have indicated their intentions to maintain affordability of these units, no specific negotiations, commitment or discussion was appropriate with the various non profit and public entities regarding acquisition of these projects. However, their interest is being noted and should the project owners seriously consider sale of these projects, these entities and others will be re-contacted.

G. POTENTIAL PRESERVATION FINANCE SOURCES:

The City is limited in its economic ability to provide funding for either the acquisition and rehabilitation of at-risk units in the City. The City's 1991-92 General Fund is balanced to the extent that it provides for mandated and necessary services to the community. There is no excess of available contingency to subsidize these projects for this current fiscal year or the next five years.

1. Redevelopment Agency Housing Set-Aside Fund:

The City's Redevelopment Agency has eight small redevelopment project areas. State law governing property tax increment income of Redevelopment Agencies requires, except under certain very limited and specific exceptions, that 20 percent of all such income be set aside and utilized for purposes of improving, creating and/or otherwise directly benefiting persons/families of low and/moderate income. Such housing set-aside funds are not required to be expended within a redevelopment project area but should be of benefit to project areas. In the event that these housing set-aside funds are not expended within a five year period from receipt, it is required that such funds be given over to the County Housing Authority or similar agency/authority for housing uses to benefit low and moderate income persons/families, with the recipients of such funds being at the discretion of such authority/agency.

The La Habra Redevelopment Agency purchased real property along La Habra Boulevard with housing set-aside funds. The property must therefore, be used for this specific purpose or exchanged for property of like value suitable for residential purposes, with the exchange not resulting in a "loss" for the purposes of housing. The project is approximately .59 acres in size and is mentioned in Chapter IX of this Element in regards to the City's adopted Five Year Housing Program. Since the adoption of the Housing Element in 1990, the Agency has approved that this land be given to Neighborhood Housing Services to be developed into 12 affordable small family rental units. The development of this project would replace 12 of the 112 units "at risk" at Las Lomas Gardens. The remaining of the reserve of the housing fund will be utilized either for construction assistance for this project or other programs as already mentioned in this Element. There is insufficient funds to purchase Las Lomas Gardens or replace it with new construction.

2. CDBG funds:

The City participates in the Orange County Community Development Block Grant Program. Recently, the City filed an application request prioritizing community needs for year XVII which is from July 1991, through June of 1992. The County allocated a total of \$190,000 from the funds to support five priority/urgent programs as proposed by the City. Approximately 15 percent of these funds were utilized for housing rehabilitation of private properties. Because these funds are allocated through legal contracts, there is no additional funds that may during this time be reallocated for preserving "at risk" units. Funding from the CDBG funds will be considered again in 1992 and the process includes a City's citizen participation committee and City Council approval of priority projects, and approval by the County of the City's allocations. Though there is certainly insufficient funding allocation to the City to subsidize either of these projects at risk, funds can be proposed for other indirect incentives for preservation, though there is no guarantee that such funding will be approved.

3. Housing Authority Reserves:

The City currently participates in the Section 8 Existing Housing program. To qualify, a household must have an income of 80 percent or less of the County's median income, adjusted for family size. Currently 230 households continue to receive Section 8 assistance. The City can promote additional participation with the Orange County Housing Authority and the federal Housing and Urban Development departments to increase the available of certificates/voucher programs to assist affected tenants of projects "at risks". OCHA has indicated they have a budget of 40 million dollars for their voucher/certificates programs. Countywide, they serve 6,285 families, but have a waiting list of approximately 14,000 families. Neither HUD or OCHA have a priority list of emergency assistance for tenants that may be displaced due to conversion of assisted housing, would qualify for other subsidies.

H. QUANTIFIED OBJECTIVES.

La Habra has made significant strides to have maintained a healthy percentage of affordable housing. La Habra's Five Year Housing Programs identified a range of programs that are designed to assist in the development, rehabilitation and conservation of affordable housing for low and moderate income households. It is estimated that 2,531 units could be built, conserved or rehabilitated under the best of all conditions over the five year time frame. Of the total potential units, 36 percent or 929 units, are targeted for very low-low income households. Conservation of the Casa El Centro and Las Lomas Garden units would increase this total to 1,097 or 41 percent. The housing programs and the five year goals are presented in Chapter IX: La Habra's Five year Housing Programs, of this Element.

I. PROGRAMS FOR PRESERVATION.

The conservation of these projects at technical potential risks during the ten year analysis period totals 168 units. Additional programs are, therefore, being proposed for the conservation and preservation of these 168 units at risk, and are as follows;

30. Program: City Administrative Office, City Council, and Redevelopment Agency support the State Department of Housing and Community Development policy of preserving government assisted affordable housing projects eligible to convert to market rents, and participate when appropriate, in the State's assistance to the City for the two projects within La Habra.
31. Program: Community Development Division, (CDD), to prepare an Ordinance for City Council adoption, that will require that conversion of government assisted affordable housing projects to market rents be approved by the City for recommendations to the appropriate State or Federal Agency. This Ordinance shall require such information that is deemed necessary including but not exclusive of a tenant assistance and relocation plan, and documentation of compliance with other state and federal regulations. This program to be completed and in effect during 1992.
32. Program: The City's Administration Office shall designate a representative from the Community Development Division, to monitor the federal Housing and Community Development Department processing of "at risk" units and in the event any of the assisted low income housing becomes available for sale, this City designee shall assist in locating potential buyers capable of acquiring and conserving "at risk" projects and assist in the referral of assistance for displaced tenants. A City representative shall be designated during 1992.
33. Program: City CDD shall investigate and apply for funding as appropriate, through CBDG funds, federal funds for emergency assistance for tenants displaced, and any other state and federal assistance.

APPENDIX A

APPENDIX A



DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

Planning Policy Development
Division

1800 Third Street, Room 430
P.O. Box 952053
Sacramento, CA 94252-2053
(916) 323-3176



June 28, 1990

Mr. Lee Risner
City Manager
City of La Habra
P. O. Box 337
La Habra, CA 90631

RE: Review of La Habra's Revised Draft Housing Element

Dear Mr. Risner:

Thank you for submitting the City of La Habra's revised draft housing element, received May 22, 1990. As you know, this Department is required to review draft housing elements and report our findings to the locality (Government Code Section 65585(b)).

Our review of the City's revised draft element was facilitated by a telephone conversation on June 5 with Roy Ramsland, the City's Associate Planner, and a letter written that same day from Kathy Kim, Director of Planning. We appreciate their cooperation and assistance.

You should be aware that Chapter 1451, Statutes of 1989, requires all housing elements to include, by January 1, 1992, additional needs analyses and programs to address the potential conversion of existing assisted housing developments to non-low-income housing uses during the next ten-year period (Government Code Section 65583(a)(8) and (c)(6)). The City may wish to respond to this issue while revising this draft to avoid having to amend the element again by January 1992. We are aware of two HUD-subsidized projects of this type in La Habra, and have attached information which may assist the City in addressing this new requirement. There may be other assisted housing developments within La Habra also eligible to convert to non-low-income use during the next ten-year period. HCD is developing a technical assistance document to assist localities in meeting this new requirement.

Recently enacted State general obligation bond programs established by Proposition 77 (California Earthquake Safety and Housing Rehabilitation Bond Act of 1988) and Proposition 84 (Housing and

Mr. Lee Risner
Page Two

Homeless Bond Act of 1988) are currently available to assist localities with funding to implement low-and very low-income housing programs. These funds may be used for the following activities:

- acquisition and rehabilitation of rental housing and residential hotels,
- rehabilitation of owner-occupied housing,
- seismic rehabilitation of multifamily rental housing,
- rental housing construction,
- acquisition and rehabilitation of emergency shelters,
- development of migrant farm labor centers, and
- development of congregate housing for families and the elderly.

Inquiries regarding these and other assistance programs offered by HCD should be directed to:

California Department of Housing and
Community Development
Division of Community Affairs
P.O. Box 952054
Sacramento, CA 94252-2054

Telephone (916) 322-1560

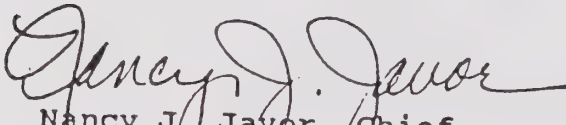
La Habra's revision of its housing element added much useful information. We note the addition of several excellent analyses, including a thorough review and evaluation of the 1981 element. The City is justifiably proud of its accomplishments related to the provision of affordable housing opportunities in its jurisdiction, in spite of a limited supply of vacant land.

In our opinion, however, certain other revisions are necessary to comply with Article 10.6 of the Government Code. We hope our comments are helpful to the City. If you have any questions regarding our review, please contact Margaret Bell at (916) 323-3180.

Mr. Lee Risner
Page Three

At their request, pursuant to the Public Information Act, we are forwarding copies of this letter to the persons and organizations named below.

Sincerely,


Nancy J. Javor, Chief
Division of Housing Policy
Development

NJJ:MB:bt

APPENDIX

City of La Habra

The following changes would, in our opinion, bring the La Habra draft housing element into compliance with Article 10.6 of the Government Code. Following each recommended change or addition, we refer to the applicable provision of the Government Code. Where particular program examples or data sources are listed, these suggestions are for your information only. We recognize that La Habra may choose other means of complying with the law.

A. Housing Needs, Resources, and Constraints

1. Analyze the availability of financing as a potential and actual non-governmental constraint on the development of housing for all income levels (Section 65883(a)(5)).

The revised element contains a detailed analysis of housing costs (page HOU-36) under the heading "Financial Costs." Unfortunately, it still does not contain the required analysis of the availability of financing. Such an analysis should consider whether financing is generally available, whether interest rates are significantly different from surrounding areas, and whether there are income groups in the community who are underserved for new construction or rehabilitation loans. Knowledge of this will assist housing programs such as mortgage revenue bonding, a mortgage credit certificate program, and targeted low-interest rehabilitation loans.

Information on the availability of financing may be available from local financial institutions under the Home Mortgage Disclosure Act (HMDA), and the Community Reinvestment Act (CRA). Both are federal requirements. The HMDA requires specified lending institutions to disclose the number, amount, and location of mortgage and rehabilitation loan originated or purchased. Lending institutions not covered under HMDA may be required by State disclosure law to provide comparable information (Section 35816 of Health and Safety Code).

The CRA requires that specified lending institutions help meet the credit needs of their communities. Each lending institution covered by the CRA must provide maps describing its lending areas and information about the types of loans it provides, and establish a public file containing written comments from the community regarding the institution's CRA performance.

B. Quantified Objectives

1. Establish quantified objectives for the maximum number of housing units than can be constructed over the five-year time frame (Section 65583(b)).

The new construction objective is significantly less than the locality's share of the regional housing need. When quantified objectives are less than identified need, the element should include the analysis used to establish the maximum objective.

If the housing element is revised to expand the inventory of potential housing sites and provide the necessary programs to make them available, the City may be able to increase its quantified objectives for new construction.

C. Housing Programs

1. Establish a schedule of program actions which the City will implement during the planning period of the element. Each program action should specify the implementation time frame and the City agency or official responsible for administering the program (Section 65583(c)(1) through (5)).

The listing of housing programs in Table 28, pages HOU-73 and 74, assigns responsibility for implementation to "local government." It should specify the entity or individual having primary responsibility for each program. Ms. Kim's letter directs our attention to pages 63 through 72 for additional information on the City's housing programs. However, the required information is not available on those pages for all the programs described.

The time frame for reaching objectives in each program should be within the five-year period. The new development program (number 16) has a time frame of "5 to 8" years. It should indicate how many of the 600 new houses are expected to be developed within the five-year period covered by the element.

The City may also want to increase its conservation objectives through a program to preserve existing housing units in mobilehome parks by approving more stable zoning on land where they are located.

2. Identify adequate sites which will be made available through appropriate zoning and development standards, and with public services and facilities needed to facilitate

the development of a variety of housing types for all income levels, including rental housing and mobilehomes, and the development of emergency shelters and transitional housing (Section 65583(c)(1)).

The element indicates 50 additional multiple family units could be developed during the five-year planning period through the specific plan process. However, the program statement in Table 28 refers to those units as "houses," and it does not appear that any of the potential new units listed in that table are apartments.

In reference to apartment construction (page HOU-40) the element indicates the "major constraint in La Habra is the demand outstripping supply." The element also indicates the City is essentially built out with little vacant land and no sites presently zoned for residential development which are suitable for large, high density projects.

The City may be able to increase the availability of residential sites through zoning changes such as the redesignation of commercial areas for mixed use, the provision of authority for zero-lot-line development in areas where small, individually-owned lots are not suitable for development under existing standards, and increasing densities.

The element should also include a program to identify a site, or sites, for emergency shelters to address the unmet need for emergency housing referenced in the element.

4. Chapter 1140, Statutes of 1989, amends housing element law (Section 65583(c)) to require the housing program of an element to include, by January 1, 1990, a description of the use of moneys in a redevelopment agency's Low and Moderate Income Housing Fund if the locality has established a redevelopment project area pursuant to the Community Redevelopment Law (Division 24, commencing with Section 33000, of the Health and Safety Code).

The element points out that the redevelopment agency used Low and Moderate Income Housing Funds to purchase land on which the construction of 18 housing units is expected to be completed during the five-year planning period. The discussion should be expanded to include an estimate of the resources expected to accrue to that fund over the five-year period and a description of how the agency plans to assist housing with those funds.

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

Housing Policy Development

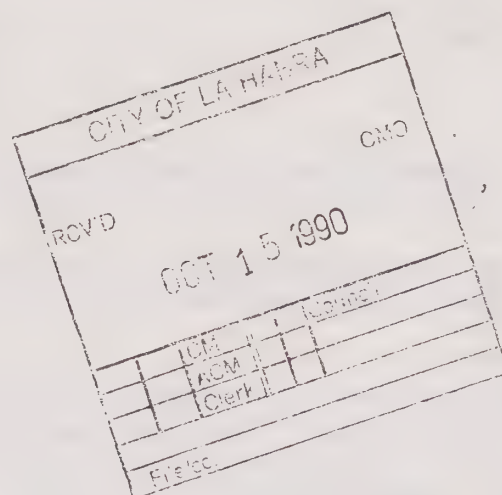
Division

1800 Third Street, Room 430

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Sacramento, CA 94252-2053

(916) 323-3176



October 11, 1990

Mr. Lee Risner
City Manager
City of La Habra
P. O. Box 337
La Habra, CA 90631

RE: Review of La Habra's Revised and Adopted Housing Element

Dear Mr. Risner:

Thank you for submitting the City of La Habra's housing element adopted by the City Council on July 31, 1990. It was revised pursuant to comments in our letter of June 28, 1990, and received in this office on September 4, 1990. As you know, this Department has authority to review adopted housing elements and report our findings to the locality (Government Code Section 65585(a)).

Our review of the City's adopted element was facilitated by a telephone conversation on September 24 with Kathy Kim, the City's Director of Planning. We appreciate her cooperation and assistance.

In our opinion, La Habra's revised and adopted housing element is in compliance with Government Code Article 10.6. The element now includes the required analysis of financing availability, quantified objectives, and clarifies the agencies responsible for implementing the City's housing program. However, in our opinion, revisions will be necessary prior to January 1, 1992, to bring the element into compliance with requirements pursuant to Chapter 1451, Statutes of 1989, related to the preservation of at-risk assisted units.

The material added (pages 75 and 76) to address the preservation issue discusses only federally assisted housing units in La Habra. We have enclosed a detailed outline of the requirements of Chapter 1451 to assist you in the following:

- identifying other units that may be at risk of conversion to non-low-income uses;

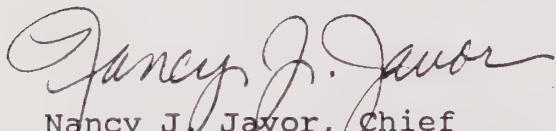
Mr. Lee Risner
Page Two

- providing the necessary analyses to characterize the nature of units at risk and estimate the cost of preserving them;
- identifying nonprofit housing sponsors and financing sources which may assist the City in its preservation efforts.

We appreciate the efforts the City has made to comply with State housing element law and hope this additional material will be helpful. If you have any questions regarding our review, please contact Margaret Bell at (916) 323-3180.

At their request, pursuant to the Public Records Act, we are forwarding copies of this letter to the persons and organizations named below.

Sincerely,


Nancy J. Javor, Chief
Division of Housing Policy
Development

Attachment

cc: Roy Ramsland, Associate Planner, City of La Habra
Kathy Kim, Director of Planning, City of La Habra
Conrad G. Tuohey, Law Offices
David Quezada, Fair Housing Council of Orange County
Ralph Kennedy, Orange County Housing Coalition
Crystal Simms, Legal Aid Society of Orange County
Maya Dunne, City of Irvine
Ana Marie Whitaker, California State University Pomona
Jean Forbath, Orange County Human Relations
Jonathan Lehrer-Graiwer, Attorney at Law
Western Center on Law & Poverty
Justin Clouser, Poverty Law Center
Ellen G. Winterbottom, Law Offices
David Booher, California Housing Council
Joe Carreras, Southern California Association of Governments
Kathleen Mikkelsen, Deputy Attorney General
Bob Cervantes, Governor's Office of Planning and Research
Richard Lyon, California Building Industry Association
Kerry Harrington Morrison, California Association of Realtors
Marc Brown, California Rural Legal Assistance Foundation
Christine D. Reed, Orange County Building Industry Association
Rob Wiener, California Coalition for Rural Housing

PART 3

**LAND USE AND
CIRCULATION**

Preliminary Data, Analysis & Policy Direction for
Land Use and Circulation Issues.

I. INTRODUCTION**Role of the Background Report**

The purpose of this report is to provide the necessary background information regarding existing and future distribution of land uses and the interconnection of these uses to the circulation systems within the planning area. This information is crucial to the issues which effect the community's overall goals for the development of the City.

Circulation systems in correlation with land uses, are one of the most important factors in shaping the overall community environment. Circulation systems that directly effect La Habra include: roadways, railways, pipelines and pedestrian patterns. The economic viability of each land use directly hinges on its access to transport facilities. Provision and maintenance of these facilities is vital to the effective functioning of the City.

La Habra is a mature city which is considered builtout and therefore, basic land use and circulation systems within the planning area are established and functioning. The major planning issue facing the developed City of La Habra is the focus on revitalization of commercial and industrial areas and the maintenance and preservation of the residential neighborhoods. This Land Use/Circulation component will place emphasis on the assessment of existing land uses and circulation patterns, update the information where appropriate and eliminate any inconsistencies of land uses that have resulted over time.

State Guidelines and Requirements for the Land Use Element

A Land Use Element, which is one of the seven mandated elements, has been required as part of local General Plans since 1955. The Land Use Element has the broadest scope of the seven mandatory elements. It plays the central role of correlating all land use issues into a set of coherent development policies. Section 65302 (a) of the California Government Code specifies the pertinent information of the City required to be addressed, and in part it states:

"A land use element which designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid waste disposal facilities, and other categories of public and private land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory of the plan."

The contents of the Land Use Element will vary from city to city. This is due to the "shoe fits" doctrine of general plan comprehensiveness. Therefore La Habra's General Plan contains its set of land use designations that provide the nature and type of development that is permitted in a given location. Though generically, "residential", "commercial" and "industrial" are generally known and utilized in most jurisdictions, the City has adjusted to some extent the definition to best fit and achieve the community goals and character of the City. These classifications will distinguish between levels of intensity and allowable uses, as well as reflect existing land use and projected development.

State Guidelines and Requirements for the Circulation Element

The Circulation Plan is not a transportation plan, it is actually an infrastructure plan that details with the circulation of people, goods, energy, water, sewage, and communications. It is so closely correlated to the land use element that the two elements are frequently combined, as in this plan. Section 65302(b) of the California Government Code state:

"[The General Plan shall include] a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other public utilities and facilities, all correlated with the land use element of the plan."

Additionally, the Circulation Element must be coordinated with the provisions of applicable regional transportation plans, as per sections 65103(f) and 65080 et seq. of the California Government Code.

Relationship to other General Plan Components

Due to the integration of information between the elements of the general plan, some of the mandatory issues which must be addressed are located in other parts of the General Plan. The assessment of housing needs and the need for additional land for residential are found in the Housing Element and also addressed in the Economic Development Element. The open space, recreational, and solid waste issues are located in the Natural Environment portion of the Environmental Management Plan. The identification of areas subject to flooding and flood channels are located in the Health and Safety portion of the Environmental Management Plan.

Planning Area

La Habra is located in the northwest corner of Orange County bordering on the Orange-Los Angeles County border line. It is immediately adjacent to the cities of Whittier, La Habra Heights and La Mirada on the west and north; to Brea and Fullerton on the east; and to Fullerton on the south. With the recent annexation of the Chevron U.S.A. oil fields, also referred to as West Coyote Hills, the City's boundaries abut adjacent jurisdictions and as such can no longer be extended or expanded. The "planning area" consists of the area between the boundaries including the La Habra's sphere of influence which has been established by the Local Agency Formation Commission (LAFCO), as per State requirements. The sphere includes the city limits of La Habra and eight county islands, which are entirely surrounded by the City. The total planning area covers approximately 7.3 square miles (4,672 acres). Within various areas of the General Plan, the 370 acres of the Chevron oil fields is distinguished from the "urbanized" City as the fields are currently in a semi-natural state. This area remains the last of the significant sites that can be planned for future development.

II. EXISTING CONDITIONS AND TRENDS

A. EXISTING LAND USE

The City of La Habra is an older city, incorporated in 1925. Over 99% of the planning area is currently developed. The areas that can be developed more intensely consists of one large parcel of approximately 370 acres, currently developed as an oil field, and a handful of small parcels scattered throughout the city. The 370 acre

parcel which is currently designated as Light Industrial, is currently being assessed for possible residential development. It is expected that this area will be completely developed within the 30 year time frame of this plan. Thus it is projected that the City will be completely built-out by the year 2020. All the existing land uses designations are identified on Table LU-1

Specific Plans

As provided by State law, California Government Code Sections 65450 through 65507, a specific plan can be utilized to detail planning "as necessary and convenient for the systematic execution" of the General Plan. One such specific plan has been adopted and incorporated in the General Plan document, and that is the La Habra Boulevard Specific Plan. This Specific Plan was developed to implement the objectives of the 1974 General Plan Land Use Element, "to revitalize the downtown area, to seek for it a new role, a new spirit and a new look."

In addition, the Chevron oil fields, or West Coyote Hills area is currently designated and utilized for industrial uses. However the policy of the General Plan is that future development of this area is subject to the preparation, adoption and processing of a Specific Plan pursuant to California Government Code.

La Habra Boulevard Corridor Specific Plan

The downtown area of the City of La Habra has been subject to active planning and studying since the adoption of the 1974 General Plan. The scope of these studies has focused on the measures necessary to bring about economic redevelopment and revitalization of business in the historic downtown/Civic Center area. The City established two redevelopment projects along La Habra and Harbor Boulevards in 1975 and 1983. This long-term effort continued in 1985 with further professional studies on economic revitalization on La Habra Boulevard between Beach and Harbor Boulevards. The City Council, in response to the recommendations set forth on this 1985 study, approved in April of 1988, the La Habra Boulevard Corridor Specific Plan to achieve the desired goals for revitalization.

Table LU-1

Existing Land Use	
Category	Area in Acres
Residential	
Rural	5.2400
Low	1941.7438
Medium Density	220.5213
High Density	289.3975
Mobile Home Parks	85.4770
Transitional	13.6810
Commercial	
Neighborhood Commercial	50.6099
Community Center	111.6750
Central Business District	23.4880
Highway Related	190.8120
Professional Office	41.0210
Industrial	
Commercial Manufacturing	3.6170
Commercial Industrial	0.0000
Light Industrial	823.7433
General Industrial	1.2200
Open Space	
Parks	91.7320
Flood Control Channels	42.0000
Railroad ROWs	57.6000
Public Use	122.7480
Streets	551.2722
Total	4672.0000

The La Habra Boulevard Specific Plan defines development standards and coordinates new developments and revitalization efforts which will create the tangible improvements achieving the objectives of the General Plan. In doing so, the Specific Plan concentrates on the land use mix, density, circulation, parking, urban design, landscaping, and public improvements. The Specific Plan incorporates the City Council's established policy of instituting an Early California/Mission architectural theme for developments along the Boulevard.

The Specific Plan is designed to implement the objectives of the General Plan. Key General Plan objectives that are applicable to the La Habra Specific Plan include:

- * Eliminate and prevent deteriorating conditions in some of the older and declining areas of the City through private and public conservation and rehabilitation programs.
- * Encourage the intensification of commercial uses in a manner which will provide for improved commercial services to the community, maximize revenue generation and better balance of jobs to housing.
- * Develop and implement planning and zoning standards for areas of low arterial intensity commercial or mixed uses to encourage their intensification of use or transition to either a multiple residential or commercial nature.

West Coyote Hills Specific Plan

In 1989, the City annexed approximately 370 acres of oil production land which was within the City's sphere of influence located at the southern boundary of the City limits. The area often referred to as West Coyote Hills, is currently utilized and developed for oil extraction and production processes and remains in a semi-natural condition with a difficult topography of predominantly steep slopes and canyons.

The policy of the City is to allow the maintenance of oil production activities until such activities are no longer viable which may lend to opportunities for alternative land uses. Because of the topography and location it would appear that low density residential development would render a compatible use for this area. However, because of the significant size of the area and sees that any new development would incur, the City has placed an overlay zone which requires the preparation of a Specific Plan which would better address the unique characteristics and issues of development of this site. The preparation of a Specific Plan for future development of this site should take into serious consideration the following objectives of the General Plan:

- * Address and make provisions for adequate amounts of private and or public open space and landscaping that is sensitive to retaining the character of the natural environment.
- * Utilize open space wherever possible to serve as an aesthetic buffer between different land uses, including the preservation of slope embankments in hillside areas.
- * Preserve and ensure a safe and quiet environment in residential neighborhoods.
- * Maintain and encourage the development of land uses which are compatible with other adjacent land uses.

Redevelopment Project Areas

The Redevelopment Agency of the City of La Habra was activated, pursuant to provisions of State Health and Safety Code, by adoption of Ordinance No. 922, in 1975. The Agency's policy in the formation of redevelopment project areas has consistently been focused on small areas that have obvious blight characteristics and conditions such as buildings with structural defects, poor land utilization and/or underutilization, and/or severe economic problems. Since then the City Council and Agency have approved eight small redevelopment project areas in accordance with provisions of the State Health and Safety Code.

Alpha 1 = Downtown Redevelopment Project.

This project consists of 41 acres which includes public right-of-way, public park, civic center, and residential and commercial areas. The site has been improved with a public owned/private operated tennis courts, Children's Museum, Depot Theater, three youth baseball fields and a Child Development/Care Center. The site also includes a Public Library and public parking. The site has been privately improved collectively with 117 new housing units and 61,000 square feet of new commercial.

Alpha 2 = Southwest corner of La Habra Boulevard and Harbor Boulevard.

This project which consists of 5 acres of commercial designated land has been improved with a commercial center which replaced a vacant and obsolete freestanding grocery store.

Alpha 3 = Southwest corner of Whittier Boulevard and Elm Street.

This project which consists of 2 acres of commercially designated land, has now been improved with a 152 room senior citizen hotel for congregate living, replacing a dilapidated theater.

Beta 1 = Southeast area of Euclid Street and Second Street.

This area consists of 23.5 acres of industrial designated land. The project consists of rehabilitation, reconstruction and addition to former a canning plant for multiple tenant occupancy, and additional demolition and new industrial construction.

Beta 2 = Northwest corner of Lambert Road and Harbor Boulevard.

Project consists of 18 acres of industrially designated land and includes a new multi-tenant industrial complex and commercial center specializing in home improvements.

Beta 3 = Southeast of Cypress Street and the railroad tracks.

This project area which consists of 33 acres of industrially designated land has been improved with an industrial business park replacing an abandoned school site.

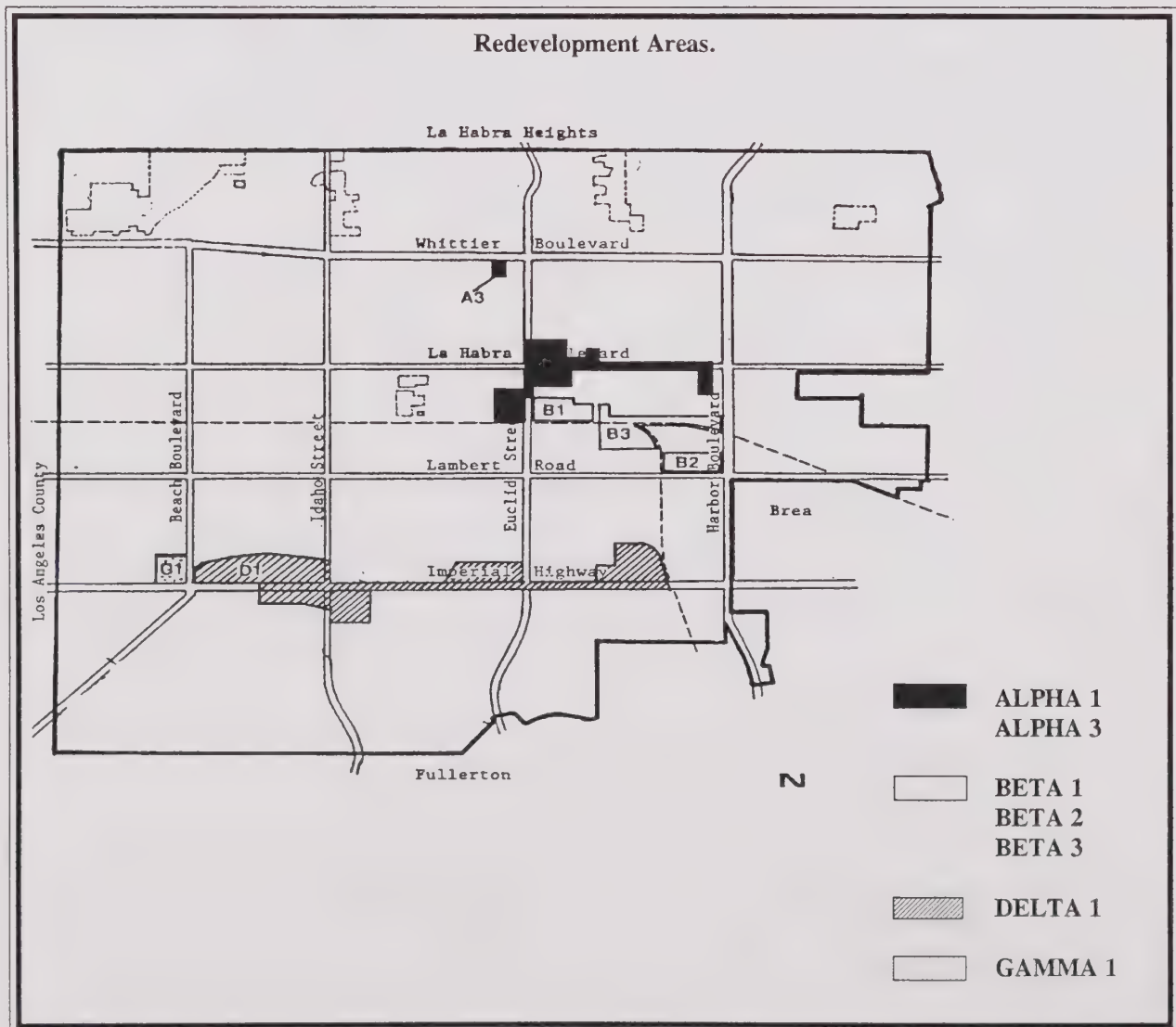
Gamma 1 = Northwest corner of Beach Boulevard and Imperial Highway.

Project area consists of 11 acres of commercially designated land. Proposed improvement is the demolition and replacement of a retail commercial center.

Delta 1 = Five areas north and south of Imperial Highway.

This project area consists of 115 acres of commercial and industrial areas and street right-of-way. Proposal is to replace obsolete and deteriorating structures for better utilization of commercial and industrial uses.

Figure LU-1



B. LAND USE DESIGNATIONS

Residential Land Use and Density

La Habra is a residential community established with a broad range and diversity of residential uses within the planning area. These range from large (1 acre +) single family lots in the hillside areas to high density multiple unit lots along some of the major highways. Residential uses make up the majority of the City with a total of 2,556 acres or 54.71% of the entire planning area. Low density is the largest subcategory of this group making up 75% or 1,941 acres.

"Density" measures the relationship of people to the land they live on. Families or dwelling units are the measure of people; net residential acres are the measure of land actually used for residential purposes, excluding streets and non-residential uses.

For example, a "low density" figure of eight families (or units) per net residential acre envisions single family homes on lots averaging about 5,500 square feet. Lot sizes may vary somewhat, as they do in developed areas, but the overall average density should be about 8 families per acre.

Density, however, does not describe the dwelling type. Low density does not necessarily mean single family dwellings; it could mean, for example, a eight-unit garden apartment structure on a net acre of land.

The density standards presented in this Plan represent a continuity with the standards that were established by the 1974 General Plan, with minor modifications. The standards were derived from studies of existing development and zoning, topography, drainage, and the amount and condition of undeveloped land. In the intervening 16 years, these proposed land use densities established by the previous Plan have been successfully translated to the existing land uses densities of today (Table 2).

Table LU-2

Residential Land Use Densities		
Density	DU/ACRE (Families)	Lot Area/Unit
Very Low/Rural	1 - 3	14,520 - 43,560
Low	4 - 8	5,445 - 10,890
Medium	9 - 14	3,111 - 4,840
Mobile home park	10 - 13	3,350 - 4,350
High	15 - 23	1,893 - 2,904

Very Low/Rural Density: 1 to 3 Families per acre

This type of land use designation is characterized by a large lot, single-family residential development in a semi-rural setting. A total of 5.24 acres is proposed for this lowest residential density. This type of development can sometimes be on the hilly terrain in the northern and southern parts of the City. Regardless of lot size, it is imperative that hillside development have good access.

Roads may be less conventional in design than in a level land subdivision, but they must provide adequate movement of private and emergency vehicles. Drainage must be carefully handled. Grading should be kept to a minimum, not only for visual and aesthetic reasons but also for safety reasons. The Very Low/Rural Density designation corresponds to the zoning code designation of Rural Residential, (RR) which requires a minimum lot size of 15,000 square feet or 3 units to the acre.

The acreage and amount of dwelling units under the Very Low/Rural Density residential designation may significantly increase at such time the Chevron oil fields/West Coyote Hills, is developed. Because of the terrain of this area, it is expected that the Very Low/Rural residential designation may be the most appropriate land use for the overall future development of this site, though conventional single family development at a slightly higher density may be conceivable on some areas of the site.

Low Density: 4 to 8 Families per acre

The Low Density Residential designation typically applies to conventional single family residential developments constructed in subdivisions with lot sizes ranging from 5,500 to 10,000 square feet. The corresponding zoning designations for Low Density residential developments are : R-1A which requires a minimum lot size of 10,000 square feet per unit or 4 units to the acre; R-1B which requires a minimum lot size of 7,200 square feet per unit or 6 units to the acre; and R-1C which requires 5,500 square feet minimum lot size per unit or 8 units to the acre. The General Plan Land Use Map/Element designates 1,919.97 acres of land for this use. Older residential areas designated by the General Plan for Low Density and also located within target areas for City sponsored housing rehabilitation programs, are given exception from the minimum lot area requirements for existing conditions. Upon land designated for low density, there are currently 17,249 dwelling units.

Medium Density: 9 - 14 Families per acre

The General Plan designates 216.03 acres of land as Medium Density Residential. This designation covers a variety of development types. The substantial portion of land with this designation is located in the core of the City, where currently, the older housing stock is located. The vast majority of these developments include small lots or zero lot line single-family subdivisions, duplexes and lower intensity multiple family complexes. Such developments are built at densities ranging from 9 to 15 units to the acre, which corresponds to the zoning designation of R-2 which allows the range of 13 to 15 units to the acre (2,850 - 3,350 square feet per unit).

Mobile Home Parks: 10 - 13 Dwelling Units per acre

In the previous La Habra General Plan, this category was identified as "Trailer Park". The renaming represents a change of attitude and perception of the public in regards to this type of housing. Originally, these units were

thought of as a temporary land use, but over the years, due to changing social and economic trends and advances in technology for structural improvements, this type of housing has established itself as a necessary and desirable alternative form of housing.

The Mobile Home Density Residential category, reflects a desirable level of development that has characterized mobile home parks throughout the county. The proposed density of 13 units to the acre permits adequate space around each detached single-family home and recreation space. It closely approximates the standard recommended by the Mobile Home Manufacturers Association. The General Plan further recommends that the minimum mobile home park site be five acres to allow for common access, landscape aesthetics, sufficient buffers and recreational areas.

The General Plan recognizes four existing "Mobile Home Parks", three along Lambert Road and one off Palm St., which range in size from 8.9 acres to 39.86 acres. The total area designated by the plan for use as mobile home park is 83.10 acres with a total capacity for 760 unit spaces. No new areas are being considered for additional Mobile Home Parks.

Individual Mobile Homes/modular units can also be placed on any residentially designated lot within the City, upon approval of the Planning Commission.

High Density: 15 - 23 Families per acre

A total of 320.66 acres of the planning area is designated for High Density Residential Use. Within this area there are currently 5,938 dwelling units. If all high density areas were developed to their maximum potential, it is projected that there will be 7,375 units.

The High Density Residential designation allows for the development of apartment and condominium/townhouse units in areas that are accessible to major circulation routes. Properties with this designation are found generally in the center of the City, north and south of Lambert Road and south of La Habra Boulevard. Properties, in this designation, even developed to their maximum, will result typically in lower densities than that generally found in the Southern California Metropolitan area. Typically developments regulated by this designation, may consist of two-story buildings which house multiple dwelling units and which will provide common recreational open space areas. The corresponding zoning designations for Medium and High Density residential is R-3 which allows a density range of 15 to 20 units to the acre (2,100-2,850). The R-4 zoning designation corresponds to the high density range of 13 to 23 units to the acre (1,850 - 2,850 square feet per units).

Transitional Commercial/Residential

The Transitional Commercial/Residential land use designation was created with the implementation of the La Habra Boulevard Specific Plan. The Transitional land use subcategory provides the maximum flexibility for development depending on market conditions and the ability to consolidate small infill lots. The long term goal in these designated areas is to remove the existing low-density residential uses in order to develop opportunities for large lot commercial developments or as may be appropriate for medium to high density residential development.

The Transitional land use designation, is primarily confined to the La Habra Boulevard Specific Plan area which basically represents the older central area of downtown.

Population Estimates

Making a theoretical assumption, that if all development occurred at maximum densities as allowed by the General Plan, the ultimate population estimate of the La Habra area will be 73,829 as noted on Table LU-3. The methodology used to establish this hypothetical number was: (number of acres of each land use x maximum density allowed for each category = total number of units) x (average household size) = total projected population.

Total builtout at maximum densities is never expected to occur due to a variety of reasons. First, builtout assumes that development will proceed exactly as outlined in the General Plan, which does not address the individual environmental and economic development project assessments which may be restrictive to development or development densities. Secondly, the builtout model assumes that all development will be at maximum densities which is impossible where development already exists. Thirdly, the projection does not consider actual conditions of vacancy rates. Thus, ultimate development at maximum levels and population is not considered a realistic projection.

Table LU-3

Category	Total Acres**	Population Projection (Potential Maximum)			
		Maximum Density	Total units	Family Size*	People
Rural Density	5.24	3 @ ac.	16	3.187	51
Low Density	1,940.97	8 @ ac.	15,528	3.187	49,487
Medium Density	195.04	14 @ ac.	3,025	2.751	7,513
High Density	320.66	23 @ ac.	7,375	1.992	14,691
Mobile Home Park	83.10	13 @ ac.	749	1.581	1,188
Transitional	13.68	23 @ ac.	315	1.992	627
Totals	2558.70	---	26,714	---	73,557

* Source: State of California, Department of Finance
 ** Source: City of La Habra Planning Department.

A realistic projection of population based on land use is the existing residential usage. The residential areas of the City are completely developed with the exception of approximately 7.2 acres. Utilizing current existing data, and assuming maximum development on the vacant acres of residentially designated land, the ultimate population is more realistically at 50,773 as noted in Table LU-4.

Table LU-4

Population Projection (Based on Actual Use)			
Housing Type	Total Units	Family Size	Population
Single Family	10,491	3.187	33,435
Vacant Land	28	3.187	89
Medium Density	1,445	2.751	3,975
Vacant Land	52	2,751	143
High Density	6,081	1.992	12,113
Total	18,739		50,773

Source: California Department of Finance, Jan. 1, 1990.
Source: La Habra Planning Department.

The previously adopted General Plan projected an ultimate total population for the City of 68,934. The population figures in Table LU-3 does not significantly differ which indicates the continuity of this General Plan update.

However, in the General Plan horizon to the year 2020, it is anticipated that the Chevron oil fields/West Coyote Hills, will be converted from industrial oil extraction and production to residential as the market or other economic factors change. With the City Council's past policies, this subject area could be projected for rural or low density single family development. On approximately 370 acres, such low density development could yield a maximum total of approximately 1,000 units, adding an estimated 3,187 persons to the City's projected population. The maximum total allowance of units would be unlikely due to the extreme topography of the site.

An additional factor to population increase is the state allowance for "density bonuses". Pursuant to Government Code Section 65915, the City will grant a density bonus of at least 25%, to a developer agreeing to construct specifically affordable housing. This allowance allows increased number of units above the density ranges as set forth in this General Plan. Since state law does not provide a cap for a "density bonus" consideration, it is difficult to project the number of increase units and corresponding population to the City's ultimate population projection.

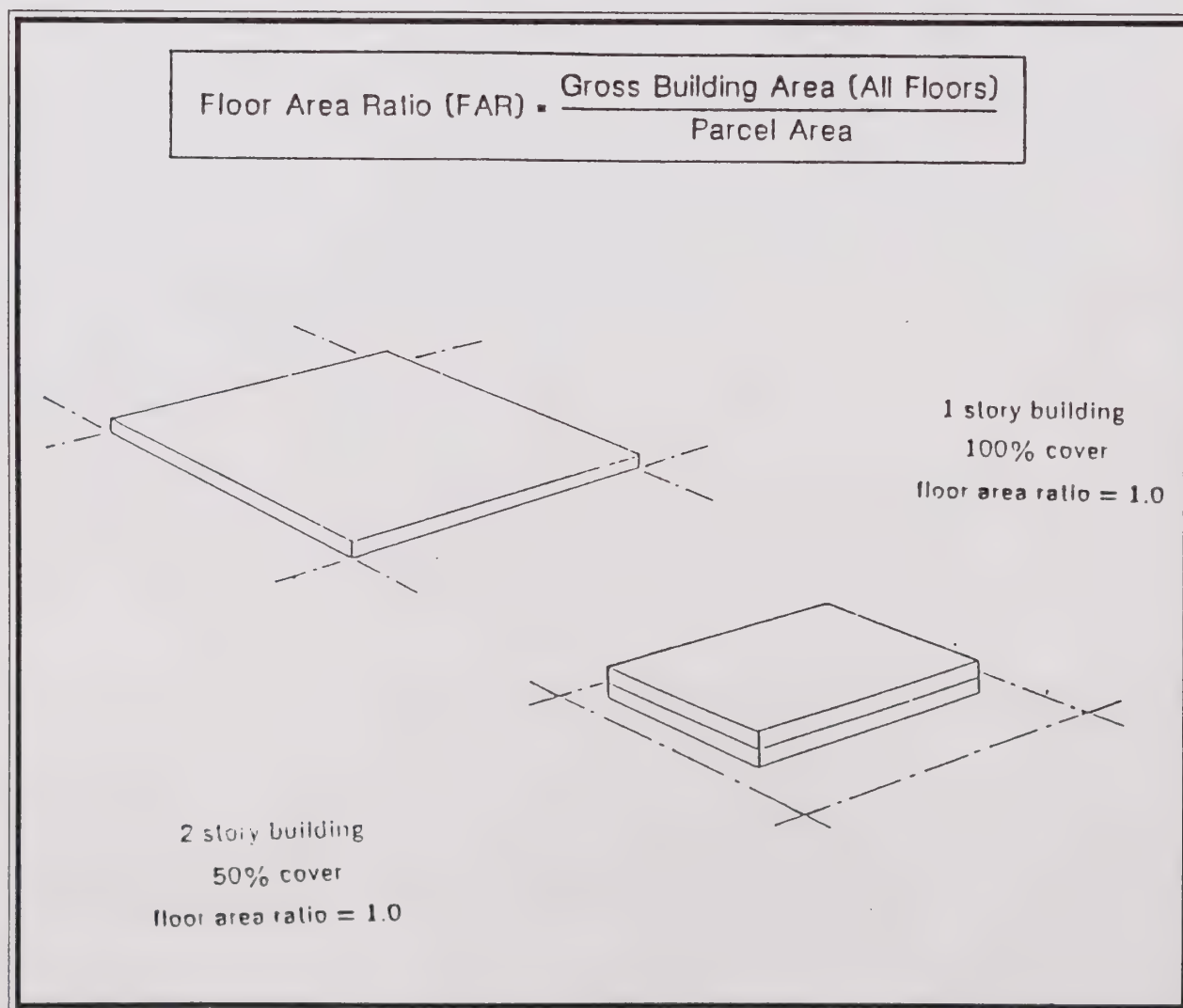
Commercial and Industrial Land Use and Building Intensity

All commercial and industrial areas have been assigned recommended Floor Area Ratios (FAR), to identify the level of intensity of development. This is because State Law requires that the General Plan "include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan." FAR's provide a legally adequate way to provide these standards for non-residential uses. State law also requires consistency and coordination between land use and circulation issues. FAR's provide a straightforward means to quantify non-residential development potential so that it can be coordinated with improvements needed to provide adequate circulation.

The Floor Area Ratio is the total gross floor area of the building divided by the total land area. They are net site ratios, i.e., they do not include public streets. For Example, if a building occupies an entire site with a one-story building, the FAR would be 1.0. If a two-story building occupies half the site, the FAR would also be 1.0. (Fig. LU-2). FAR's do not specify building heights or setbacks or affect building design. Those standards are covered by other design policies and zoning standards.

The floor area ratios were derived from an analysis of existing development standards, impacts on the infrastructure and location of the commercial and industrial sites in relation to the circulation system. Acceptable floor area ratios vary in different land use classifications and are described in the narrative for each.

Figure LU-2



COMMERCIAL LAND USES

The field of retailing is changing very rapidly and will continue to evolve over the planning horizon of the La Habra General Plan 2020 as information based systems and changing living styles may radically alter the ways people shop, bank and work over the coming years. Flexible land use categories and development standards will be needed to support these commercial concepts and trends. Therefore, the La Habra General Plan 2020 proposes that the functional commercial needs of the City move away from the historical Light, Medium and Heavy Commercial designations and more towards function and location. A total of 409.1130 acres, or 8.76 % of the planning area, has been designated for commercial uses.

Neighborhood Commercial

Commercial uses in this category are designed to serve the daily or frequent commercial needs of the residents in the immediate vicinity. Common uses include convenience stores, grocery stores, drug stores, laundromat, liquor store, beauty shops, appliance repair, etc. The entire range of eating and drinking establishments are also included in this category. The types and number of neighborhood stores are expected to increase in the future, partially due to the now established 2 worker households which demand that convenient and ready access to a wide range of goods and services be close to the customers. The adoption and implementation of the Air Quality Management Plan will also change peoples driving patterns and will increase the need for commercial uses which are closer to the residential areas.

Therefore, this Plan proposes a total of 46.81 acres of neighborhood commercial designated land, evenly distributed throughout the City, within convenient distance to the residential areas. A Floor Area Ratio (FAR) of 0.30 has been established for Neighborhood Commercial uses. These FAR's are typical of existing development in these areas.

Community Shopping Center

This category provides for commercial uses serving the larger city wide area as well as the immediate surrounding communities. It offers considerable variety and depth of merchandise. These type of centers can range in size from 5 to 40 acres. The principal outlet in a Community Shopping Center is usually a variety store, department store, supermarket, or home improvement store. Also to be found in these centers are a range of food, convenience goods and specialty retail/merchandise commercial uses. Within the La Habra General Plan 2020 there is a total land area of 108.97 acres designated for this use. They are all located at the intersections of major streets and Highways. A FAR of 0.5 has been established for this land use category.

The largest Community Shopping Center in the planning area (40 acres) is "La Habra Market Place", located at the intersection of Imperial Highway and Beach Boulevard.

Central Business District

This Plan proposed the continuation of the Central Business District which was established as part of the previous General Plan and refined as part of the La Habra Boulevard Specific Plan adopted in 1988. The Central Business District consists of 23.48 acres of land with a FAR of 0.5 .

The permitted uses in the Central Business District include a broad range of commercial uses that provide services to the immediate downtown area. Compatible uses would include new specialty commercial retail stores, commercial uses directly related to the Civic Center, parking lots, professional offices, banks, restaurants, mixed-use projects, hotels/ motels and facilities for cultural arts and community events. No residential uses are permitted in this commercial category.

All new development and redevelopment within the Central Business District shall be in accordance with all the design and building provisions established by the La Habra Boulevard Specific Plan.

Highway Related Commercial

A Highway Related Commercial location is for those commercial uses that are primarily related to and dependent on the highway for patronage and for access, for commercial uses needing a large amount of space which might tend to break up an intensive shopping district, and for commercial establishments not dependent upon passing pedestrians and "impulse" purchase. Such uses would include auto sales and services, motels, restaurants, service stations, commercial nurseries and garden supplies, equipment rental, lumber stores, private schools and meeting halls. A FAR of 0.3 has been established for highway related uses.

Uses which occupy a prominent highway location benefit from that location but also have an obligation to it. They are a part of the City's advertising and their premises should be designed and maintained at a level which will be a credit to themselves and the City. The Plan proposes 191.31 acres of area of land to be designated as Highway Related Commercial.

Professional Office

This designation applies to professional business office uses such as private offices, realty offices, law offices, doctors and related medical offices. This category would also permit retirement/convalescent homes, and under certain circumstances, allows high density residential uses. A total of 38.52 acres have been designated as Professional Office with a FAR of 0.70.

Transitional Residential/Commercial

The Transitional Residential/Commercial category which has been previously described in the subsection for the residential categories has also been included in this section for the purpose of identifying the effects of this sites if developed to their maximum commercial densities. A total of 13.68 acres of the planning area is designated as transitional with a "FAR" of 0.40.

Industrial Land Uses

Historically, La Habra has not been considered an industrial community. The previously adopted General Plan projected a potential for increased industrial land uses based on the City's location in the region, the provision of freeway access and the availability of a skilled labor force. It optimistically, designated a land area representing 16% of the planning area for this use.

Over the years, a number of changes have taken place both in the region and the City regarding the placement and development of industrial land uses. The fact that the City became a residential community played a heavy factor

on the desirability of industrial uses locating in proximity to residential dwellings. A second factor, was that the state freeway access did not materialize in the City as projected during the 1974 General Plan horizon. Consequently, the industrial designated areas of La Habra did not develop as originally projected. Amendments were made to the 1974 General Plan Land Use Element changing the industrial areas to land use designations which more accurately reflected the needs and desires of the community.

Commercial Industrial

A total of 170.329 acres have been designated, by the Plan as Commercial-Industrial. This land use category includes single parcels over four acres in size or areas that have the potential to be improved with significant size developments, either by consolidation of adjoining lots or by the integration of lots governed by the C.C. & R.'s or by developer's agreements. These designated areas, due to their potential size, location and accessibility are well suited for major planned industrial parks, large commercial centers, or a combination of both. An example of such use is a business/industrial park which has a mix of retail commercial uses and light industrial uses (i.e. auto repair, building contractors, fast food restaurants, etc.). A Floor Area Ratio (FAR) of 0.5 has been established for this land use category.

Light Industrial

A total of 594.859 acres are dedicated by the Plan to Light Industrial uses. Light Industrial uses are those type of uses which can be developed in close proximity to residential uses without serious conflict. This is regulated by means of the Zoning Ordinance which establishes development standards which regulate noise, vibration, setbacks, landscaping standards, etc. Typical uses which may be found in this designation include: manufacturing, wholesaling, warehousing and off street parking facilities. A FAR of 0.45 has been established for this category.

Non Residential Floor Area Estimates

Assuming that each of the commercial and industrial sites are developed at their maximum intensity there will be a maximum building area of 22,780,223 square feet of building areas, as noted in Table LU-5.

Table LU-5

Maximum Building Area			
Category	Total Acres	FAR	Total Area (in Sq.Ft.)
Neighborhood Commercial	46.81	.30	611,713
Community Shopping Center	108.98	.50	2,373,584
Central Business District	23.49	.50	511,612
Transitional-Commercial	13.68	.40	238,360
Highway Commercial	191.32	.30	2,500,170
Professional Office	38.52	.70	1,174,552
Commercial Industrial	170.33	.50	3,709,787
Light Industrial	594.86	.45	11,660,445
Totals	1,187.99		22,780,223

Open Space

The Open Space land use designation of this Plan has been placed on 262.60 acres of the planning area. The primary location is City owned parks. Flood control channels and railroad right-of-ways have also been included within this category. While these areas are not currently developed as recreational open space, they do represent a resource to the community. They do provide passive "open space" which could be developed in the future into a usable resource. Uses in this category would include landscape buffers, hiking and biking trails, a light rail or similar transit system linked to other communities in the region. Typically allowed land uses within the open space designation would include buildings and facilities for public use.

Parks

At the present time a total of 91.73 acres of land within the planning area is developed with public parks. An additional 25.32 acres is proposed for future parks (Table LU-7), 2.6 acres of land have already been acquired for these future parks. The City's parks both existing and proposed can be grouped into three specific categories: Mini parks, neighborhood parks and community parks.

- o Mini parks are defined, by this plan, as special use facilities which are less than 1 acre in size. They have no formal recreational facilities and are designed to provide "passive open space". There are currently 6 existing mini Parks in the planning area with 2 proposed to be added by the year 2020.
- o Neighborhood parks are within walking distance of homes, they are planned primarily for young children and family groups. The plan provides 11 neighborhood parks, 9 of which currently exist.
- o Community parks serve several neighborhoods and have a wide range of indoor and outdoor recreation opportunities. Planned primarily for young people and adults, these parks also include facilities for younger children and serve as neighborhood parks for families in the vicinity. There are 6 such facilities within the planning area, 5 of which are currently developed.

Table LU-6

City Parks			
NAME of PARK	Year Developed	Size in Acres	Type
El Centro	1948	4.22	Community
La Bonita	1960	22.54	Community
Vista Grande	1960	17.56	Community
Oeste	1965	3.84	Neighborhood
Las Lomas	1968	2.24	Neighborhood
Loma Norte	1968	4.70	Neighborhood
Descanso	1972	.87	Mini Park
Guadalupe	1972	4.34	Neighborhood
Loma Verde	1972	1.67	Neighborhood
Estelli	1975	10.62	Community
Portola	1975	10.26	Community
Terraza	1976	2.53	Neighborhood
Old Reservoir	1977	1.19	Neighborhood
Richard's	1978	.16	Mini Park
Montwood	1980	.594	Neighborhood
Old Settlers Park	1983	.057	Mini Park
San Miguel De Allende	1984	3.00	Neighborhood
Constitution Plaza	1988	.80	Mini Park
Corona(private)		.18	Mini Park
Leslie Park	1990	.35	Mini Park
TOTAL		91.732	

Table LU-7

Proposed Future Parks			
Location (Locations)	Approx. Date	Proposed Size	Type
La Habra Blvd. (East) (Specific Plan Area)	----	.16	Mini Park
La Habra Blvd. (West) (Specific Plan Area)	----	.16	Mini Park
West Coyote Hills (Chevron property-east)	1992	5.8	Neighborhood
West Coyote Hills (Chevron property-southwest)	1994	16.6	Community Park
Guadalupe Park Extension (Idaho St. & RR)	1995	2.6*	Neighborhood
Total		25.32	

* Land owned by City.

Public Facilities

La Habra has a number of public facilities located throughout the City to meet the needs of the local community. Some of these facilities are owned and operated by the City while others are owned and operated by public and private entities, such as Southern California Edison and the Metropolitan Water District. The existing public facilities are illustrated on Figure LU-3 and Table LU-8. Each facility is designated by a capital letter. These facilities continue to be maintained and improved. Currently, there is a total of 125.11 acres of land designated by this Plan for Public Facility uses.

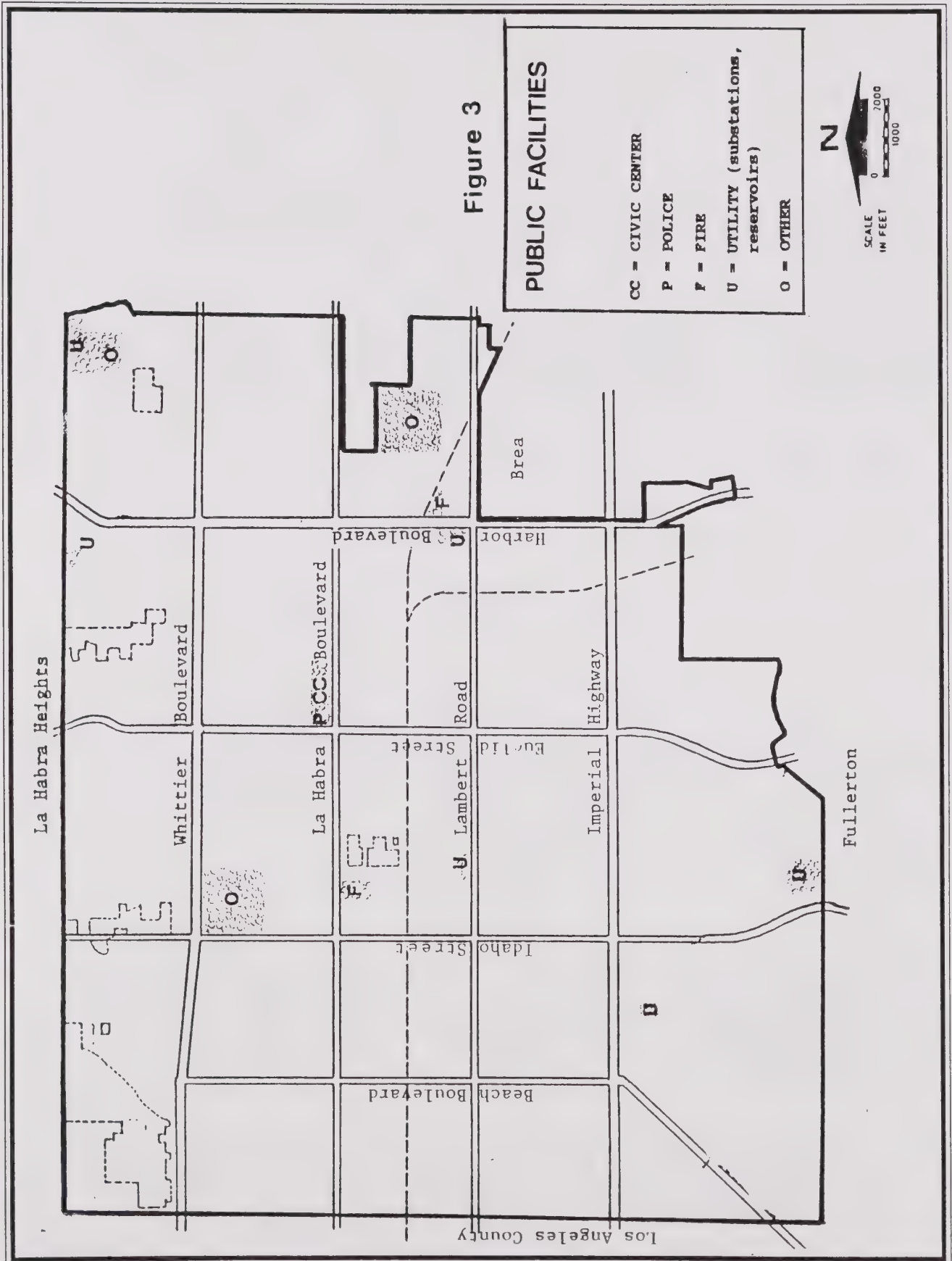
Table LU-8

Inventory of Public Buildings and Properties

FACILITY	SIZE (in Acres)
Civic Center	6.700
Administration/City Hall	
Art Museum	
Community Services/ Senior Citizen Center	
Police Station	
Public Library	
City Corporation Yard *	2.560
Communications *	
General Telephone Switching Center	.908
Edison Substations	
Olinda Substation	11.300
La Habra Substation	4.300
Parkwood Substation	2.000
Fire Stations	
Station 1	.562
Station 2	.654
Post Office *	3.260
Metropolitan Water District	2.370
Reservoirs	
Puente Hills	3.610
Byerrum	2.960
Schools	
La Habra High	37.640
Sonora High	37.510
Ladera Palma	12.000
School District Office	3.508

TOTAL 131.8420

* "Public" uses which are not located within areas designated by the plan as Public Use.



Civic Center

ADMINISTRATION/GOVERNMENTAL SERVICES

The City provides an array of general local governmental and public services including administration, planning, building and safety, general public works, capital improvements, economic development, and civil engineering, traffic engineering, city clerk, personnel, and animal control. The City also retains the necessary support functions including municipal finance, printing, legal, maintenance, clerical and public safety activities (such as police and fire). The safety issues and services have been addressed in the Environmental Management Plan portion of the General Plan.

ART MUSEUM

The La Habra Art Association Museum is in the northeastern corner of the Civic Center, facing Orange Street. The museum serves local artists and allows them a gallery to display their works.

COMMUNITY SERVICES/SENIOR CITIZEN CENTER

The Community Services Department of the City of La Habra is located in the Civic Center, on La Habra Boulevard. The Center manages and implements a wide range of cultural, recreational and human resource programs directed to individual "market segments" of identified social, recreational and economic need in the community. They are aimed at all ages and provide diverse activities as sponsoring trips to out of town destinations, meals on wheels for the elderly shut-ins, and self defense training.

These cultural, recreational and human resource programs currently include the following list which is only representative:

CULTURAL

Children's Museum at La Habra
The La Habra Depot Playhouse
La Habra Senior Center
Personal Enrichment Classes
La Habra Art Gallery
La Habra Chess Club

RECREATIONAL

Excursions
Camp La Habra
Recreational Classes
Crafts/Workshops
Organized Athletic Leagues
La Habra Tennis Center

HUMAN RESOURCES

Social Services Counseling/Housing Referral
La Habra Head Start
Child Development
Meals on Wheels
Transportation, Lunch and Counseling
Community Resource Care Center

The City of La Habra has been a leader and pioneer in the field of recreational and public service programs for the community. For example, years before it became an issue such as it is today, the City established child development centers for the use of the children of employed local residents.

The La Habra Community Services Child Development Centers offers services to families living or working in the La Habra area. The emphasis is placed on serving lower income families, including single parent households, who are working or attending school to obtain job skills for employment and cannot afford private child care

services. It is designed to serve the entire family. Care is offered from 6:30 A.M. to 6:00 P.M. each school and workday. Each child and family enrolled receives individual assessment and program development in educational activities, parent education and involvement, health services, nutrition and social services as needed. Supported by user fees, grants and donations the Program is sure to be emulated in many locations in the coming years as this institution grows in importance.

The need for child care programs are twofold; they serve to enrich the well-being and personal development of children and provide for supervision in care programs. In turn, the parent(s) of these supervised children increase their job effectiveness as a result of a peace of mind. The future importance on the availability of these facilities to the City's economy, will become inevitable in the need to attract qualified job candidates and to retain good employees.

Another "market" for Community Services is the senior citizens and the elderly. The Senior Center located in the Civic Center arranges a wide variety of activities and services for the senior members of the community. It is open daily except Sunday. A partial list of current activities include:

- Exercise Programs
- Health Screening
- Games and Passive Recreation
- Excursions
- Hobbies and Crafts
- Retired Service Volunteer Program
- Meals on Wheels
- Assessment and Referral Services to Social Agencies
- Medic-aid and Medical Counseling
- Community Outreach and "Tele-care" Programs for Shut-ins
- La Habra Senior Club

The strong need and demand for these types of services will certainly increase as the population of La Habra grows older.

POLICE STATION

The Police Department headquarters is located in the Civic Center, fronting on Euclid Street. The current response time on emergency calls throughout the City is three minutes and 10 minutes for non-emergency calls. The Police Facility houses, an office area and a 9 cell jail, Communications and the Emergency Operation Center.

PUBLIC LIBRARY

The City is serviced by a Branch of the Orange County Library System. It is located in the La Habra Civic Center and contains 65,000 volumes. It also offers meeting rooms, audio-visual and other supporting services including typewriters and a computer for public use. The library users, however, have access through the County system to 1.7 million volumes and a number of other services and facilities. Consistent with the programming and operations county-wide, the Library offers a wide range of media materials including video cassettes, records and special services as well as equipment and materials for use by developmentally disabled persons.

City Yard

The City yard is 2.56 acres large and contains storage areas and workshops for the maintenance of all City owned vehicles and buildings. It also contains the public works maintenance facility and the City water operations and maintenance facilities.

Electrical Substations

Within the planning area there are three electrical facilities maintained by Southern California Edison, the Olinda Substation, the La Habra Substation and the Parkwood Substation. These sites total 17.60 acres.

Fire Stations

The City of La Habra maintains two strategically located fire stations, as illustrated on figure LU-3. These stations permit a response time of under five minutes to all parts of the City for both fire fighting and paramedic services.

Metropolitan Water District

The 2.37 acre site located at the northwest corner of Lambert Road & Monte Vista Street is owned by the Metropolitan Water District. The site is developed with a facility which was originally constructed as a (water) pressure reduction plant. It was converted to a hydro-electric plant and continues to be operated as such.

Post Office

There are two Post Offices in La Habra. The main office is located on Imperial Highway, near Idaho Street on a 3.26 acre parcel and a substation located in the Civic Center.

Reservoir

Within the planning area there are two water reservoirs. The Byerrum reservoir is located on the southern border of the City on a 2.94 acre site, and has a capacity of 9.6 million gallons. The Puente Hills reservoir is located on the city's northern border on a 3.61 acre site and has a capacity of 4.8 million gallons.

Schools

Public schools serving the community operate under the older but still very important "neighborhood school" concept creating an intimate and safe school experience for the City's younger neighborhood children. The middle schools and high schools of La Habra have long records of student achievement and community service.

The General Plan Land Use Designation for school sites vary from Residential to Civic Utility so as to be compatible with adjacent land uses. This is to assure that new development would be compatible with the immediate area in the event of future school closures.

Three school districts - La Habra City, Lowell Joint, and Fullerton Joint Union High School District - form the education system that serve La Habra. There are 11 elementary schools (two are currently leased to private schools), 2 middle schools and 3 high schools of which 1 is private, as listed on Table LU-9. These districts have worked with the City over the years to make their facilities available to the community - especially the playground areas, which form an important part of the recreational and open space available to residents. The school structures are also used for meetings and social events of organizations and groups.

The Fullerton High School District offers a wide choice of extension of classes to the community at large and adults in particular, including courses and seminars in personal development, recreational pursuits, and a multitude of academic subjects in the evenings and during non-business hours in addition to the normal curriculum.

La Habra is also served by the North Orange County Community College District. However, the district has no physical facilities within the La Habra Planning Area.

All school districts, in the planning area, project annual enrollment to increase between 1 and 2 percent. Currently, the existing school facilities can absorb the anticipated increase. Recommended building intensities on schools is 0.5 FAR.

Summary of Proposed Land Uses

The proposed distribution and categories of land uses of this General Plan do not vary significantly from previously adopted General Plans for the City of La Habra. The City is now more than 99% builtout and has developed, for the most part, according to the Land Use Element of the 1974 General Plan. Of the 4,672 acres of land within the planning area only 339.7863 acres have been amended from previous designations to be consistent with existing uses or as compatible and appropriate with surrounding areas. Tables LU-10, & Figures LU-4 and LU-5 graphically depict these changes.

Table LU-9

SCHOOL ENROLLMENT (1989-90)

Macy	628
Whittier Christian High (private)	722
Olinda	410
Carden (private)	360
Walnut	449
Las Positas	484
Las Lomas	545
El Cerrito	548
Arbolita	315
Ladera Palma	566
Sierra Vista	568
Washington Middle School	663
Imperial Jr. High School	707
La Habra High	1,585
Sonora High	1,289

LAND USE CATEGORY	Total *	EXISTING			PROPOSED		
	(in acres)	Study Area	Total	%	Study Area	Total	%
RESIDENTIAL							
Rural Density	5.2400	0.0000	5.2400		0.0000	5.2400	
Low Density	1908.4400	33.3038	1941.7438		11.5364	1940.9764	
Medium Density	170.0780	50.4430	220.5210		45.9570	195.0356	
High Density	272.3825	17.0150	289.3975		48.2830	320.6655	
Mobile Home Park	83.1070	2.3700	85.4770		0.0000	83.1070	
Transitional	13.6810	0.0000	13.6810		0.0000	13.6810	
Sub total	2452.9285		2556.0603	54.71%		2558.7055	54.77%
COMMERCIAL							
Neighborhood	46.0220	4.5879	50.6099		0.7880	46.8100	
Comm. Shopping Ctr	108.9750	2.7000	111.6750		0.0000	108.9750	
Central Business District	23.4880	0.0000	23.4880		0.0000	23.4880	
Highway Related Commercial	189.6160	1.1960	190.8120		1.7010	191.3170	
Professional Office	38.5230	2.4980	41.0210		0.0000	38.5230	
Sub total	406.6240		417.6059	8.94%		409.1130	8.76%
INDUSTRIAL							
Commercial Manufacturing	0.0000	3.6170	3.6170		0.0000	0.0000	
Commercial Industrial	0.0000	0.0000	0.0000		170.3290	170.3290	
Light Industrial	217.3520	606.3913	823.7433		377.5070	594.8590	
General Industrial	0.0000	1.2200	1.2200		0.0000	0.0000	
Rail Road R-O-W	57.6000	0.0000	57.6000		0.0000	57.6000	
Sub total	274.9520		886.1803	18.97%		822.7880	17.61%
OPEN SPACE							
Parks	91.7320	4.4100	96.1420		71.2803	163.0123	
Flood Channels	42.0000	0.0000	42.0000		0.0000	42.0000	
Sub total	133.7320		138.1420	2.96%		205.0123	4.39%
PUBLIC USE	119.2400	3.5080	122.7480		5.8780	125.1180	
Sub total	119.2400		122.7480	2.63%		125.1180	2.68%
STREETS	551.2722	0.0000	551.2722	11.80%	0.0000	551.2722	11.80%
TOTALS	3938.7487	733.2600	4672	100.00%	733.2597	4672	100.00%

Figure LU-4

PROPOSED LAND USE

City of La Habra

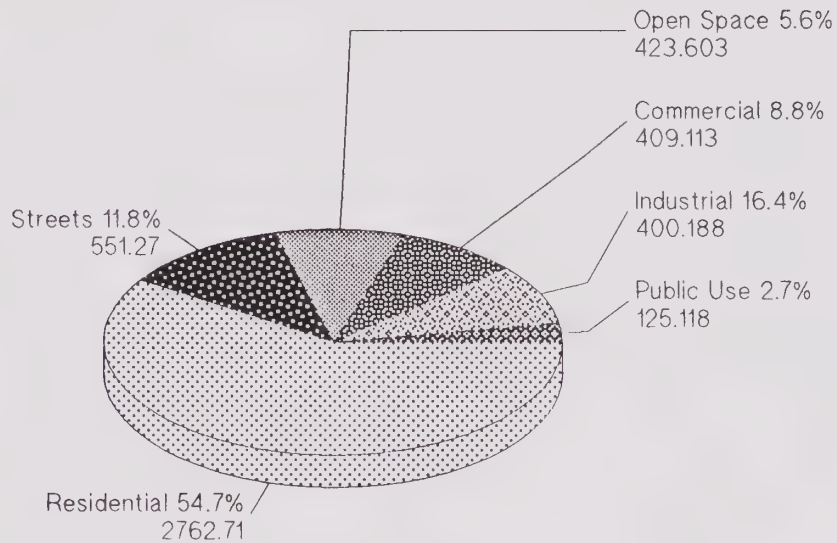
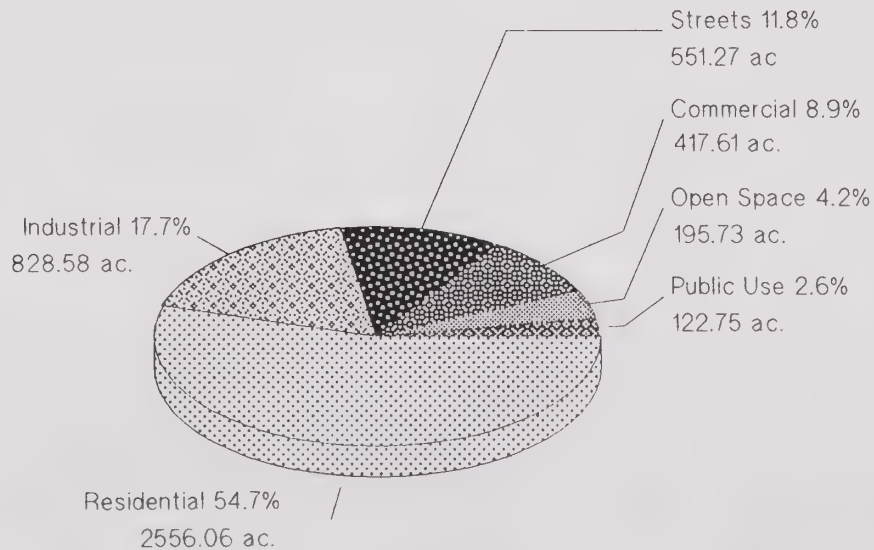


Figure LU-5

EXISTING LAND USE

City of La Habra



C. CIRCULATION

Plan Concepts and the City

The map depicting the Master Plan of Arterial Highways (MPAH) serves primarily to indicate the general location and classification of all arterial highways designated within Orange County. The purpose of these arterials is to provide regional circulation which transcends city boundaries and provides an integrated roadway network serving the entire County. The County's role is to coordinate with the cities to develop a consistent intercommunity arterial highway system which will adequately serve existing and projected future land uses.

The City of La Habra has adopted the County's Master Plan of Arterial Highways as its own arterial street system. The Master Plan identifies and designates the classifications of the City's arterial streets. The arterials, as shown on the Land Use Plan, are classified as Major, Modified Major, Primary, Modified Primary, Secondary and Augmented (Superstreet) arterials. Streets which serve predominantly as commuter arterials or those not of sufficient length to provide significant through movement of traffic will not be shown on the County MPAH because they do not contribute materially to regional circulation. Such roads may, however, serve local land uses and be locally significant, and therefore may be reflected on the City's Circulation Component/Element.

The highway categories that serve predominantly through travel movements are major, modified major, primary, modified primary, and augmented arterial highways. Secondary and commuter arterial highways serve mainly as collectors which funnel traffic from local streets to primary and major arterials. This network of major thoroughfares has been designed to serve the projected ultimate traffic demand of the Land Use Element of the General Plan. The classifications designated on the MPAH are intended to protect adequate right-of-way so that future land use and circulation needs are balanced.

Roadway Classification System

The typical sections depicted on the MPAH legend are simplified diagrams based upon adopted Orange County design standards. More detailed plans can be found in the County document, Standard Plans. The typical sections depicted in Figures LU-07 and LU-08 are more functional representations of arterial highways, indicating the multiple uses of their rights-of-way.

These types of streets are depicted on the General Plan Circulation Map for the La Habra General Plan 2020. (See Figure LU-06). Figures LU-07 and LU-08 also illustrates the right-of-way requirements and cross section of each type of street.

1. AUGMENTED ARTERIAL HIGHWAY (SUPERSTREET)

Augmented arterial highways are "enhanced capacity" arterials (Superstreets) with an augmented traffic-carrying capacity. The augmentation in capacity may be achieved by a variety of measures: additions of through or turn lanes, preferential traffic signal timing and synchronization, loops for left turn movements, removal of on-street parking, etc. The augmentation in capacity is intended to carry high volumes of traffic and to allow for efficient movement of vehicles through major intersections. This designation is intended to represent an arterial category above major arterial highway. The following street is designated as an augmented arterial highway (superstreet) in the City of La Habra:

-BEACH BOULEVARD South of Imperial Highway

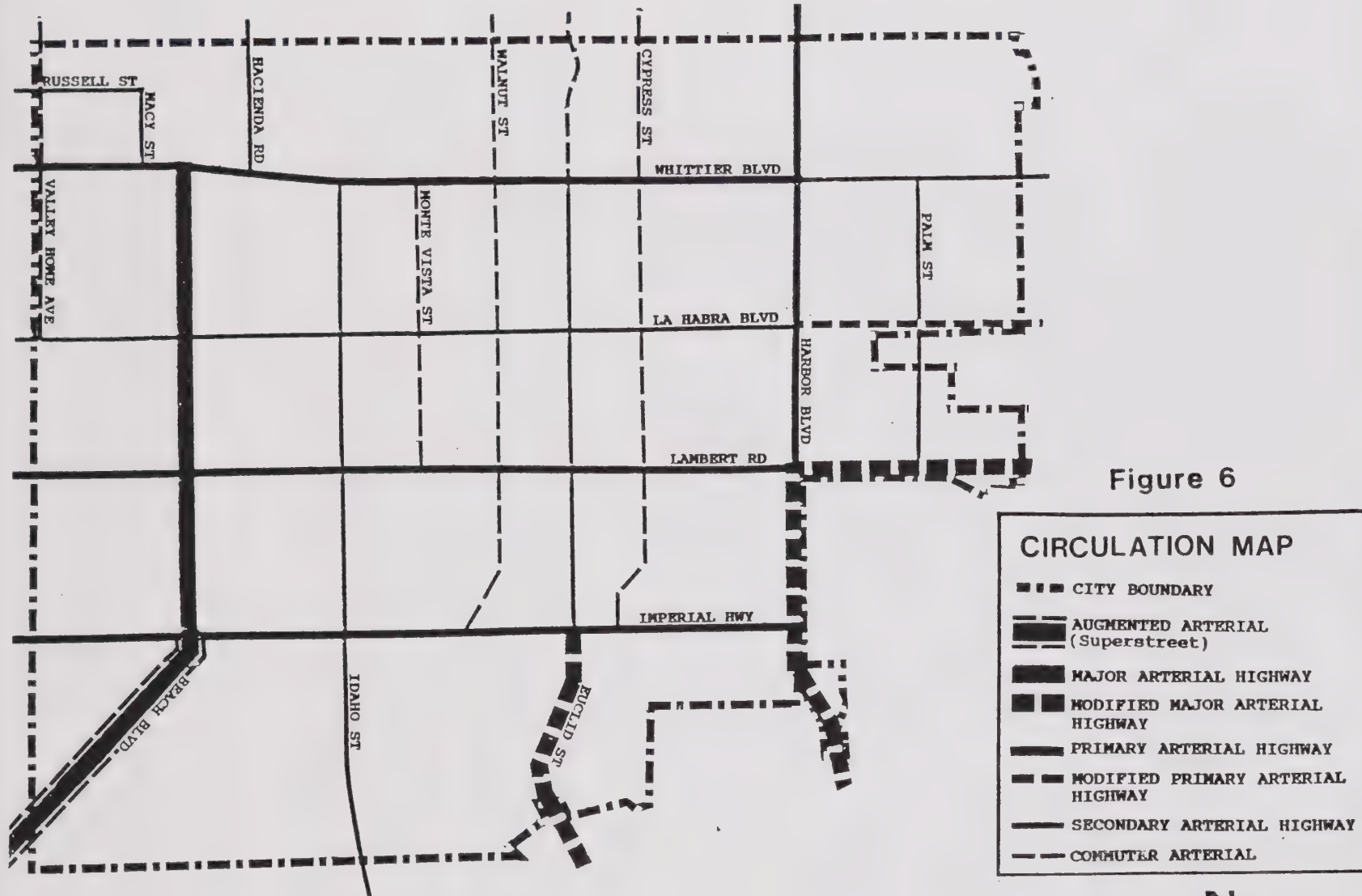
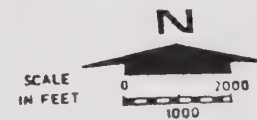


Figure 6



2. MAJOR ARTERIAL HIGHWAY

A major arterial highway is designed as a six-lane divided roadway, with a typical right-of-way width of 120 feet and a roadway width from curb to curb of 102 feet. A major arterial is designed to accommodate between 39,400 and 45,000 vehicle trips per day at a level of service C. A major arterial carries a large volume of regional through traffic not handled by the freeway system.

The following street is designated as major arterial street in the City of La Habra:

- BEACH BOULEVARD South of Whittier Boulevard to Imperial Highway

3. MODIFIED-MAJOR ARTERIAL

A modified-major arterial is designated when a major arterial highway capacity is warranted in already developed areas, but a full 120 feet of right-of-way is not feasible due to existing structures or topography, a 100-foot right-of-way can be developed to accommodate a six-lane divided facility. This will require removal of on-street parking and restriping for six lanes. The following streets in the City of La Habra are designated as modified major arterial streets:

- LAMBERT ROAD East of Harbor Boulevard
- EUCLID STREET South of Imperial Highway
- HARBOR BOULEVARD South of Lambert Road

4. PRIMARY ARTERIAL HIGHWAY

A primary arterial highway is designed as a four-lane divided roadway, with a typical right-of-way width of 100 feet and a roadway width from curb to curb of 84 feet. A primary arterial is designed to accommodate between 26,300 and 30,000 vehicle trips per day at level of service C. A primary arterial's function is similar to that of a major arterial. The principal difference is capacity.

The following streets in the City of La Habra are designated as primary arterial highways:

- WHITTIER BOULEVARD West of Harbor Boulevard
- LAMBERT ROAD West of Harbor Boulevard
- IMPERIAL HIGHWAY West of Harbor Boulevard
- HARBOR BOULEVARD North of Lambert Road

5. MODIFIED-PRIMARY ARTERIAL

A modified-primary arterial is designed to accommodate primary traffic volumes when a full 100 feet of right-of-way is not available due to existing structures or topography, an 80 foot right-of-way can be developed to accommodate a four-lane divided facility. This will require removal of on-street parking and restriping to provide channelization for left turn movements. Left turn movements should be prohibited during peak hours if there is insufficient right-of-way to provide channelization.

The following street in the City of La Habra is designated as modified primary arterial highway:

-LA HABRA BOULEVARD East of Harbor Boulevard

6. SECONDARY ARTERIAL HIGHWAY

A secondary arterial highway is designed as a four-lane undivided (no median) roadway, with a typical right-of-way width of 80 feet and a roadway width from curb to curb of 64 feet. A secondary arterial is designed to accommodate between 17,500 and 20,000 vehicle trips per day at level of service C.

A secondary arterial serves as a collector, distributing traffic between local streets and major and primary arterials. Although some secondary arterials serve as through routes, most provide more direct access from surrounding land uses than do major or primary arterials.

The following streets in the City of La Habra are designated as secondary arterial highways:

- RUSSELL STREET West of Macy Street
- WHITTIER BOULEVARD East of Harbor Boulevard
- LA HABRA BOULEVARD West of Harbor Boulevard
- MACY STREET North of Whittier Boulevard to Russell St.
- HACIENDA ROAD North of Whittier Boulevard
- IDAHO STREET South of Whittier Boulevard
- EUCLID STREET North of Imperial Highway to Whittier Boulevard
- PALM STREET South at Whittier Boulevard and Lambert Road

7. COMMUTER ARTERIAL

A commuter arterial is designed as a two-lane undivided unrestricted access roadway, with a typical right-of-way width of 60 feet and a roadway width from curb to curb of 40 feet. A commuter arterial is provided to accommodate less than 10,000 vehicle trips per day at level of service C.

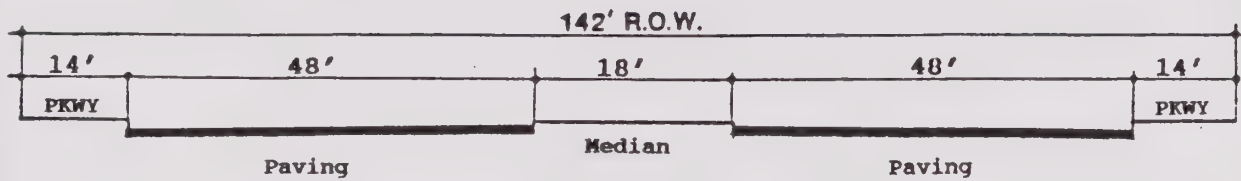
By strict definition, a commuter facility is not an arterial highway; it functions primarily as a collector facility. It differs from a local collector street in its ability to handle through traffic movements between two or more arterials. It is not shown on the Orange County MPAH because it provides only local network continuity or serves through traffic demand where projected volumes do not warrant a secondary arterial highway designation.

Streets in this classification in the City of La Habra include:

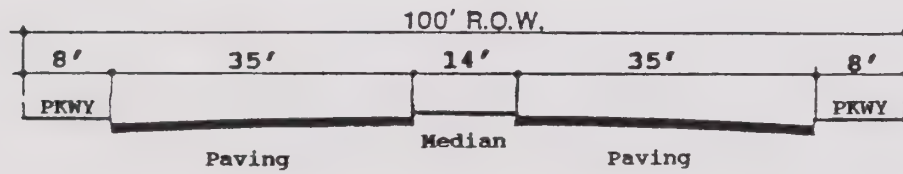
- VALLEY HOME AVENUE North of La Habra Boulevard to Russell Street
- EUCLID STREET North of Whittier Boulevard
- CYPRESS STREET North of Imperial Highway
- WALNUT STREET North of Imperial Highway
- MONTE VISTA STREET North of Lambert Road

Figure 7

RIGHT OF WAY
CROSS SECTION

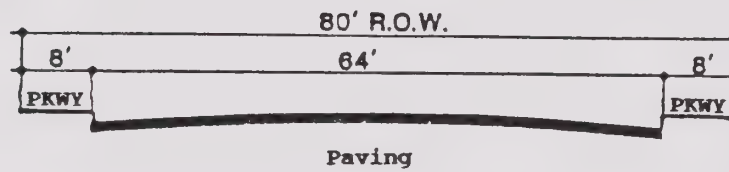


Major Highway
(Beach Boulevard)

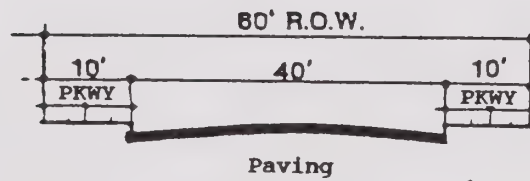


Primary Highway
(Imperial Highway)

Figure 8

RIGHT OF WAY
CROSS SECTION

Secondary Highway



Commuter Arterial

Service Level Objectives

Operating conditions on streets and highways are typically described as "Level of Service" (LOS) which is a standard method of describing operating conditions based on a comparison of street or intersection volumes to the theoretical capacity of the facility. On City streets, intersections are the critical locations where traffic capacity is most limited. The six Levels of Service, "A" through "F" describe conditions from best to worst respectively.

Under the Levels of Service measured by volume/capacity ratios, projected traffic volumes at area intersections are determined by type of land use and the typical trip generation rate for that type of use. Once projected traffic volumes are distributed through area intersections, the volume for each "leg" or critical lane of the intersection is calculated using traffic volume capacity ratio. The volume/capacity ratios correspond with Levels of Service at an intersection as identified in Table LU-11

The City of La Habra recognizes the need to relieve existing congestion and to provide a circulation system that can accommodate future anticipated growth. The goal of the system is to ensure that all streets and intersections operate at an acceptable level of service. The City defines an "acceptable level of service" in traffic engineering terms as Level of Service "E" or better. However, as existing streets and intersections operate at or overcapacity, the City shall maintain the existing levels of service along those arterials.

The LOS "E" goal adopted by La Habra reflects the City's desire to maintain stable traffic

Table LU-11

Levels of Service at Intersections		
Level of Service		Nominal Range of ICU (a)
A	Low volumes; high speeds not restricted by other vehicles; all signals cycles clear with no vehicles waiting through more than one signal cycle.	0.00 - 0.60
B	Operating speeds beginning to be affected by traffic; between one and ten percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods.	0.61 - 0.70
C	Operating speeds and maneuverability closely controlled by other traffic; between 11 and 30 percent of the signal cycles have one or more vehicles wait through more than one signal cycle during peak traffic periods; recommended ideal design standard.	0.71 - 0.80
D	Tolerable operating speeds; 31 to 70 percent of the signal cycles have one or more vehicles which wait through one or more signal cycle during peak traffic periods; often used as design standard in urban areas.	0.81 - 0.90
E	Capacity; the maximum traffic volumes an intersection can accommodate; restricted speeds; 71 to 100 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods,	0.91 - 1.00
F	Long queues of traffic; unstable flow; stoppages of long duration; traffic volume and traffic speed can drop to zero; traffic volume will be less than the volume which occurs at level of service E.	Not meaningful
(a)	ICU (Intersection Capacity Utilization) at various Levels of Service versus Level of Service E for urban arterial streets.	

flow, realizing that peak hour congestion may occur at locations near key intersections or other locations with unusual traffic characteristics due to regional traffic flow. Intersections with LOS "D" conditions conform to County-wide goals for traffic control along regional and sub-regional transportation routes.

The projected increase in traffic volumes will place an increasing burden on many arterial intersections within the City. This burden will be most critical along intersections of major arterials, since they carry the highest levels of traffic. Most notably, intersections of major thoroughfares of Beach Boulevard, Imperial Highway, and Harbor Boulevard which carries a significant amount of cross town traffic will be most affected.

As increasing development occurs in adjacent cities, travel conditions along these regionally significant arterials will deteriorate. The burdens on these intersections are expected to be most noticeable during peak hours of 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m. Back-up conditions, particularly, in turning lanes, may be created. Special design treatments, including right-turn only lanes, dual left-turn lanes, or sequential signalization may be necessary to alleviate these conditions. The development and implementation of Transportation Demand Management (TDM) measures (e.g. carpooling, staggered work hours) may also mitigate the impact on these intersections.

Circulation System Deficiencies

The City's transportation system reflects to a large degree the special transportation needs which exist in La Habra. With a large residential population and a relatively limited commercial and industrial sector, the City does not produce a significant amount of traffic on many of its surface streets. However, with several arterials which serve a regionwide area, a large portion of La Habra's traffic generation is the result of through traffic that does not begin or end within the City boundaries. The resulting patterns of traffic and volume are, therefore, concentrated along many of these arterials such as Beach Boulevard, Imperial Highway, and Harbor Boulevard which also serve many of La Habra's commercial and industrial areas (Figure LU-9).

The City presently operates at Level of Service D or better on many of its streets and intersections. Those streets which are operating at capacity or overcapacity (at Level of Service E or worse) including the following:

- Beach Boulevard South of Imperial Highway
- La Habra Boulevard East of Palm Street
- Imperial Highway West of Beach Boulevard

Those intersections which are operating at capacity or over capacity (at Level of Service E or worse) include the following:

- Beach Boulevard/Imperial Highway
- Imperial Highway/Harbor Boulevard
- La Habra Boulevard/ Harbor Boulevard

Future Conditions

Future increases in traffic volumes will probably be the result of increasing development in adjacent cities as La Habra is considered builtout with minimal vacant land for future development. Without significant changes in land use, traffic volumes are not expected to increase greatly as a result of future developments in the City. However, as each new significant development is proposed, proper traffic assessments must be evaluated for impacts and mitigation measures implemented. The Orange County Traffic Analysis Model (OCTAM-II) projections for the year post 2010 will result in a 20-70 percent increase in traffic volumes above 1989 levels. A significant portion of the increase is expected to occur along La Habra Boulevard, Lambert Road, Imperial Highway, and Harbor Boulevard. Without future improvements along these arterials, such an increase in volumes of traffic will result in a deteriorating level of service below LOS C or D that will constrain traffic flow and increase delay. These projected volumes should also be considered as raw model output and, thus, may require adjustment based on existing volumes.

Overlaying the traffic volume projections (Figure LU-9) with the roadway capacities generally available on the existing street system we find by inspection that by post-2010 conditions, several midblock or roadway segments of the circulation system may be operating in excess of roadway design capacity. Table LU-12 compares existing roadway configurations with post-2010 average daily traffic projections (ADT) and estimates a range of Level of Service for the described streets. This table assumes that the post-2010 ADT is accommodated on the existing network without improvements. It should also be noted that the figures projecting a reduction in the Level of Service below C or D, do not take into consideration alternative modes of transportation or regulations requiring a change in driving patterns. For example, the Orange County Traffic Analysis Model does not consider rail transportation, the mandate by the Air Quality Management District in Regulation 15 requiring companies containing more than 100 employees to implement a ridesharing program, the establishment of smart streets, the Southern California Association of Governments jobs/housing balance calling for a shift in the market place with job rich subregional areas providing more housing opportunities and housing rich subregional areas providing more jobs, increase in bus service and technological improvements in this field, just to name a few of the many factors not considered.

Level of Service is not critical for free flowing traffic conditions. Only when bottlenecks occur such as at intersections where flows from two different axes must be regulated does the system begin to show strain. Intersection capacity is limited by lane movements, "green" signal time, turning movement control and volume.

Efficient traffic signals and revised lane geometrics can play a major role in reducing congestion and reduce otherwise higher LOS. The reduction of congestion is a major objective of more efficient street design traffic signal control and intersection capacity.

Proposed Freeway

The proposed freeways of Imperial Highway and Beach Boulevard exists as part of the Orange County Master Plan of Arterial Highways. Imperial Highway was once thought to have joined the Orange Freeway (SR 57) on the east and Los Angeles International Airport on the west. Today, Imperial Highway has become a natural extension for the present construction of the "Century Freeway" that runs from LAX to the City of Norwalk. Likewise, a future freeway that would run north-south and generally parallel Beach Boulevard has also been considered in the past for possible construction within the City. However, this freeway like the proposed freeway along Imperial Highway has never occurred and the future possibility that these proposed freeways shall pass within the City appears unlikely.

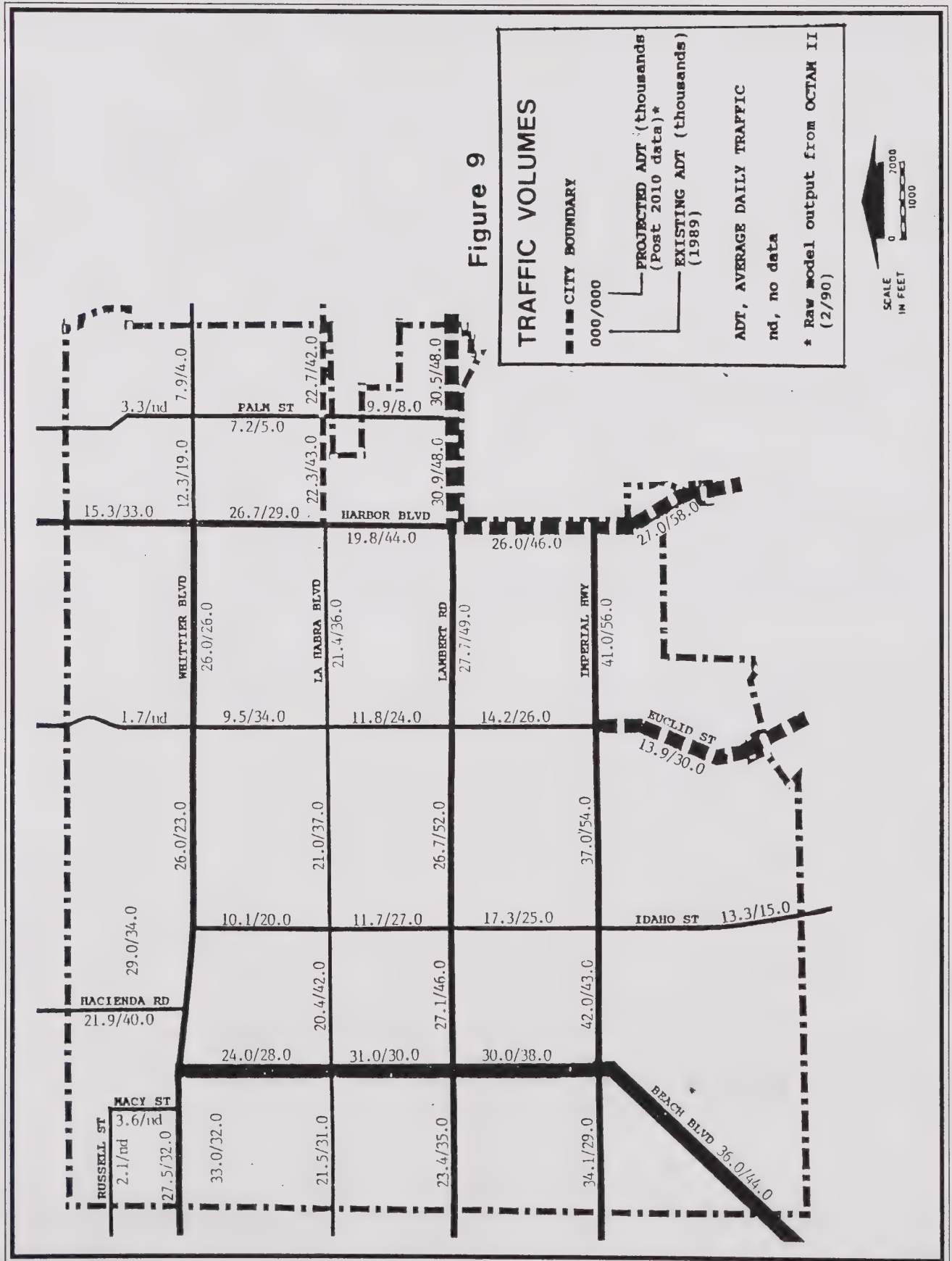


Table LU-12

Projected Roadway LOS 2020

WITHOUT IMPROVEMENTS*

Description	Indicated 2020 LOS Range**
Augmented Arterial Highway (Superstreet)	
-Beach Boulevard South of Imperial Highway	F
Major Arterial Streets	
-Beach Boulevard South of Whittier Boulevard to Imperial Highway	C-F
Modified Major Arterial Streets	
-Lambert Road East of Harbor Boulevard	F
-Harbor Boulevard South of Lambert Road	D-F
-Euclid Street South of Imperial Highway	C
Primary Arterial Streets	
-Whittier Boulevard West of Harbor Boulevard	B-E
-Lambert Road West of Harbor Boulevard	E-F
-Imperial Highway West of Harbor Boulevard	C-E
-Harbor Boulevard North of Lambert Road	C-F
Modified Primary Arterial Streets	
-La Habra Boulevard East of Harbor Boulevard	F
Secondary Arterial Streets	
-Russell Street West of Macy Street	NA
-Whittier Boulevard East of Harbor Boulevard	A-C
-La Habra Boulevard West of Harbor Boulevard	F
-Macy Street North of Whittier Boulevard to Russell Street	NA
-Hacienda Road North of Whittier Boulevard to City Limit	F
-Idaho Street South of Whittier Boulevard	A-F
-Euclid Street South of Whittier Boulevard to Imperial Highway	E-F
-Palm Street South of Whittier Boulevard to Lambert Road	A

Sources: Orange County Master Plan of Arterial Highways, 1960.
City of La Habra Engineering Department, 1989.

* The projections from the Orange County Transportation and Planning uses the OCTAM II model and OCP-88 modified socio-economic data for areas inside Orange County and the SCAG Growth Management Plan (GMP) for areas outside Orange County.

** These are post 2010 average daily traffic projections.

D. OTHER TRANSPORTATION ISSUES

Public Transit Service

The Orange County Transit District (OCTD) and the Southern California Rapid Transit District (SCRTD) provide five transit routes, three and two, respectively throughout the City (Figure LU-10). Service is provided on all major arteries within La Habra. Several transit routes exist along La Habra Boulevard due to the high number of residential and commercial developments within its vicinity. Both OCTD (route 29/29A) and SCRTD (route 470-471) provide service on La Habra Boulevard from Beach Boulevard to the eastern City limits. OCTD (route 37/37A) provides the only service along Euclid Avenue from Lambert Road to the southern City limits. Remaining routes include OCTD route 43A, serving predominantly Harbor Boulevard and SCRTD route 120 serving Imperial Highway. Although the City does not control system operations, the City does have the ability to work with respective transit districts to ensure that La Habra residents are provided with adequate bus service and to permit people living outside the City to easily reach the City's commercial and business districts.

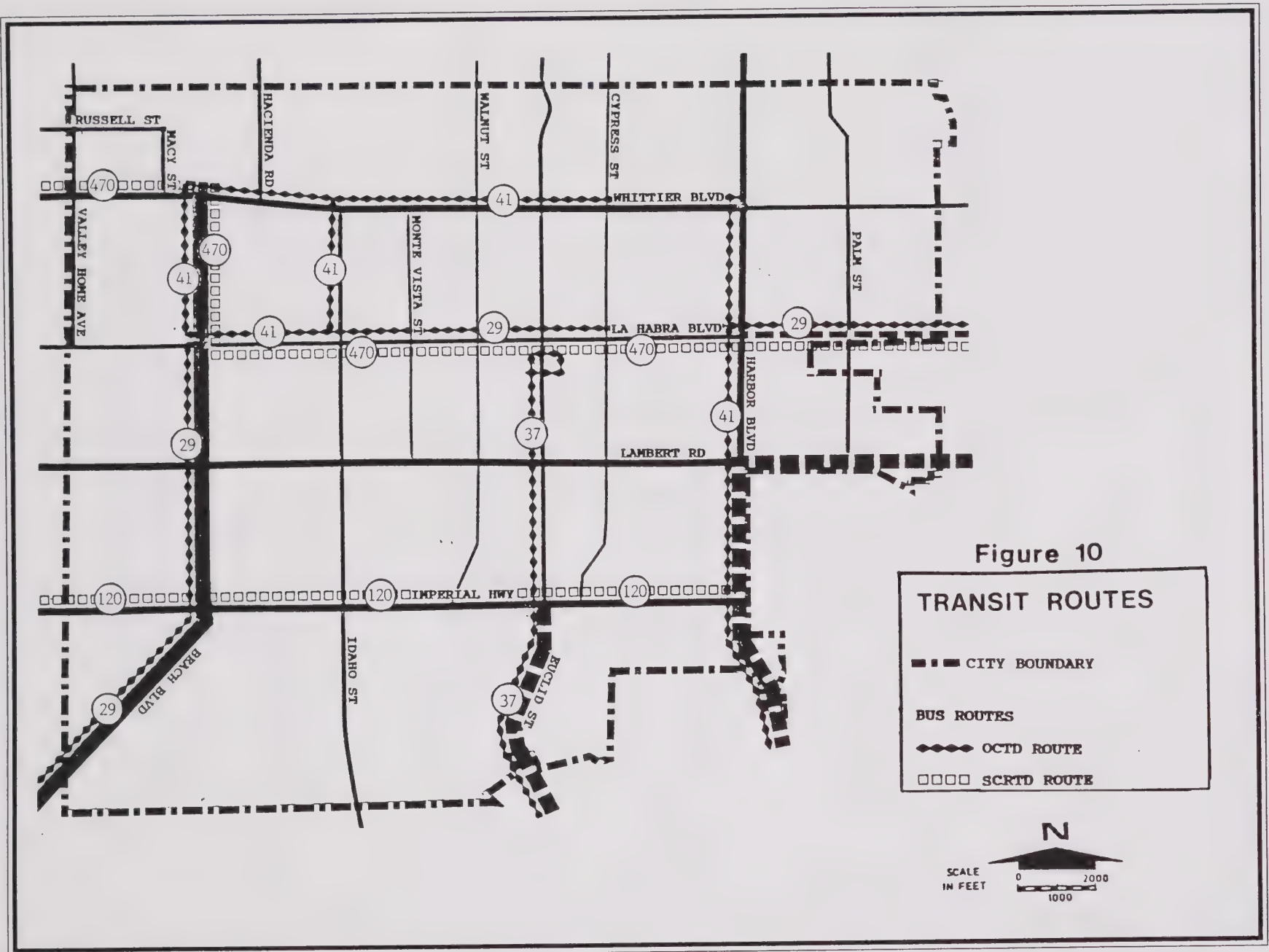
Transit is important for a number of different segments of the population who are not as mobile as those with access to automobiles. These include the elderly, working poor, children below driving age, and others. The importance of some form of available transit for these persons is a fundamental need which must be accommodated in the planning for the region and the City into the 21st century. The ability to move from employment and activity centers to housing areas is a necessary contribution to the reduction of urban congestion. Currently, region-wide, less than 2% of the home to work trips are made by bus or high occupancy vehicles.

As part of the City's efforts to provide senior services and programs, the Community Services Department's TLC program offers van transportation for senior citizens 60 years of age and over to participate in daily program activities at the Senior Citizens Center. OCTD also operates a Dial-A-Ride service within the La Habra Corporate boundaries. This service is a demand responsive system, providing automobile transportation throughout the City of La Habra. With the expected growth of the senior population into the next century, the continuation of this service or its successors will be important.

Bicycle Routes

The bicycle is used by people of all ages for recreation, sport and as an inexpensive, healthy and non-polluting form of transportation. Southern California's relatively mild climate permits bicycle riding to occur year-round, and the growing popularity of cycling has drawn more and more enthusiasts onto the streets and bike trails throughout Orange County.

The Bikeway Master Plan illustrated in Figure LU-11 responds to the need to provide safe and efficient travelways for bicyclists. Efforts are made whenever possible to provide bikeways separate from the roadway so that cyclists may be protected from fumes and fast moving vehicles. Consistent with the County's Master Plan of Countywide Bikeways, which shows several routes through La Habra, three classes of bikeways are established:



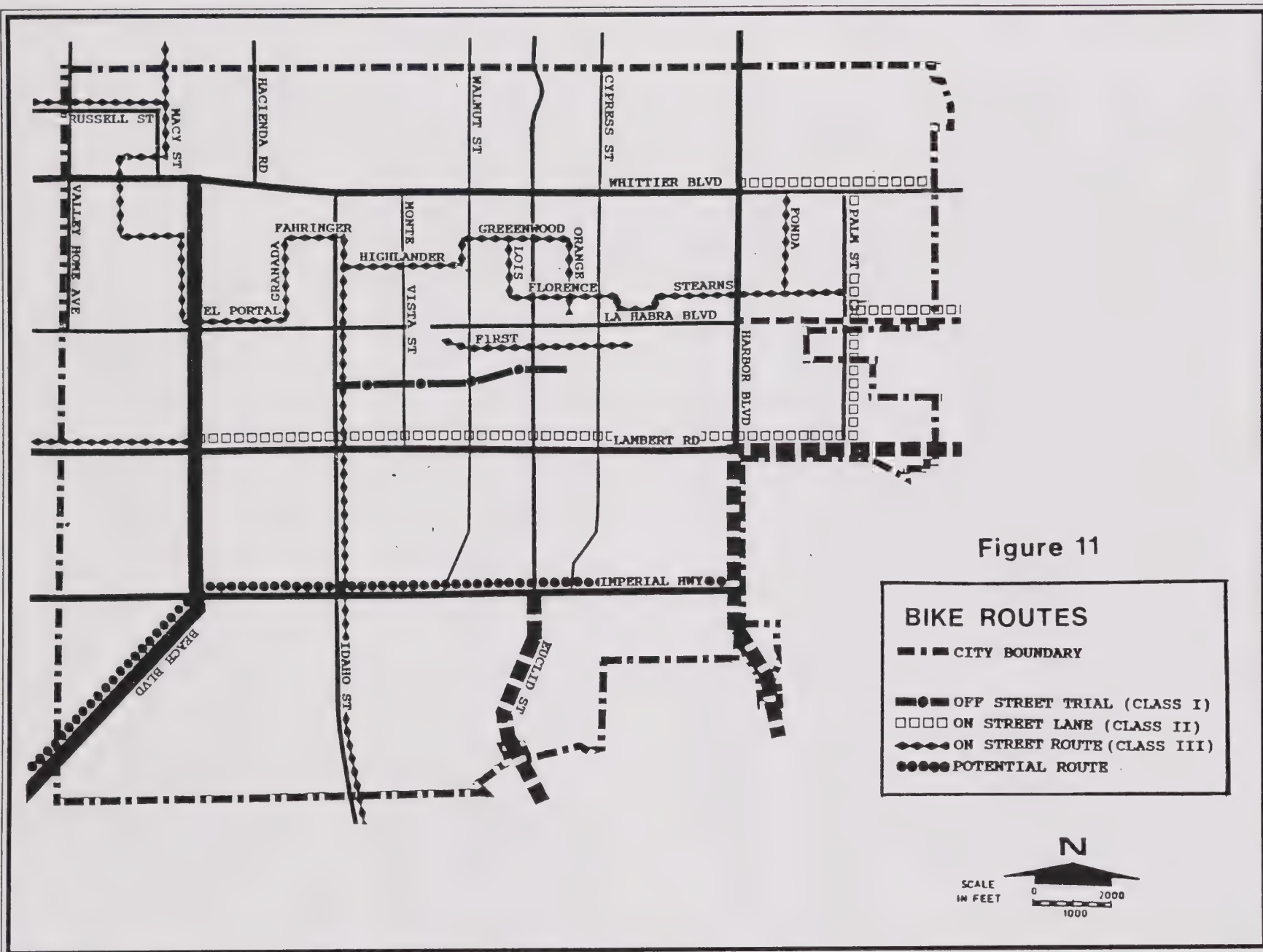


Figure 11

Class I: Off-road bike trails, designated primarily for the use of bicycles.

Class II: On-road bike lanes, delineated by painted stripes and other features shown in Figure LU-11.

Class III: Routes simply identified by signing with no specially marked area on the street paving for their use.

There are Class III bike routes through the Northwest and Central portions of the City as illustrated on Figure LU-11. A Class II bike lane has been proposed for Lambert Road from Beach Boulevard to Brea on the east. Class II bikeways will be provided only where sufficient right-of-way exists to accommodate motor vehicles and bicycles. A Class I trail is planned for the Beach Boulevard-Imperial Highway alignment through the City.

These facilities when developed can be used for the dual roles of both home to work trips and for pleasure use. As a practical solution to the problems of urban congestion, there is little effective reduction in trips even when safe and convenient facilities are available. Its primary use, therefore will be for recreation.

Walkways

The City of La Habra using funding from a number of sources has constantly worked at improving the pedestrian systems and amenities in the City. These improvements include new sidewalks, handicapped ramps and facilities, and rebuilding of existing deteriorated pedestrian access on public property. Walkways are provided adjacent to nearly all public roads in La Habra. Frontage improvements (curbs, gutter, and sidewalks) are required for all new development in the City. This requirement insures that adequate pedestrian circulation will be provided in future growth areas. Handicap ramps are installed when new frontage improvements are required. Additional handicap ramps have been provided in some areas by Community Development Block Grant funds.

In some areas in the northern section of the City, older residential neighborhoods characterized by larger parcels and hillsides, remain in a suburban-like state where in pocket areas there are no complete public improvements such as curbs, gutters and sidewalks. It is the policy of the City to allow these few areas to remain in this "semi-rural" state as desired by the residents providing such lack of public improvements is for the public welfare and benefit. In these areas, public improvements are deferred for a period of time, until the majority of property owners desire the improvements, or because of public safety purposes, such improvements must be implemented.

The La Habra Boulevard Specific Plan pays close attention to the needs of pedestrians in the planning for the new and redeveloped public areas of that area. Pedestrian circulation planned as an overall system is important for assuring the safety of pedestrians and separating wherever possible pedestrians from automobile traffic in and around businesses and residences in the City. This reduction of pedestrian auto conflict is an important concept which must be carried out consistently in coming years of the planning horizon.

Truck Routes

Truck routes in the City of La Habra have been established, in part, to reduce noise and traffic congestion in residential neighborhoods. They are important contributors to neighborhood tranquility and reduction of street damage from heavy trucks. These regulations limit the movement of heavy trucks restricting them to major and primary streets in the City. The existing truck routes, which are shown on figure LU-13, designated for use by various load limits range from heavy, intermediate and restricted streets.

Truck routes generally have no weight restrictions except as permitted by the California Vehicle Code. Many cities grade the size and weight of the trucks which are allowed on certain classifications of streets. The City of La Habra restricts trucks of more than 5 tons to certain streets. They are:

- Harbor Boulevard
- Whittier Boulevard West of Harbor Boulevard
- Beach Boulevard
- Imperial Highway
- Hacienda Road

Intermediate truck routes are limited to trucks weighing more than 3 tons but less than 5 tons. These streets include:

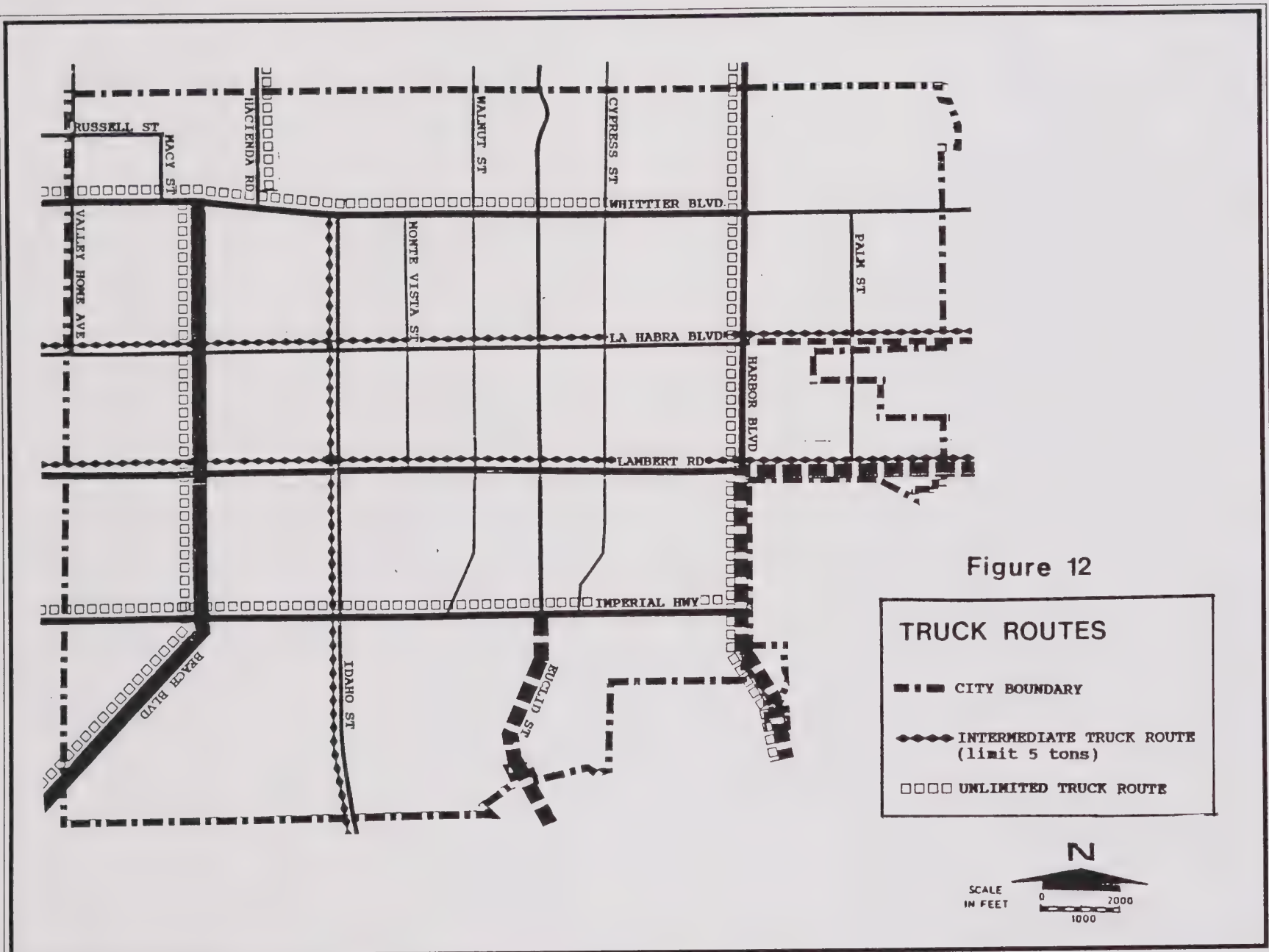
- Lambert Road
- La Habra Boulevard
- Idaho Street

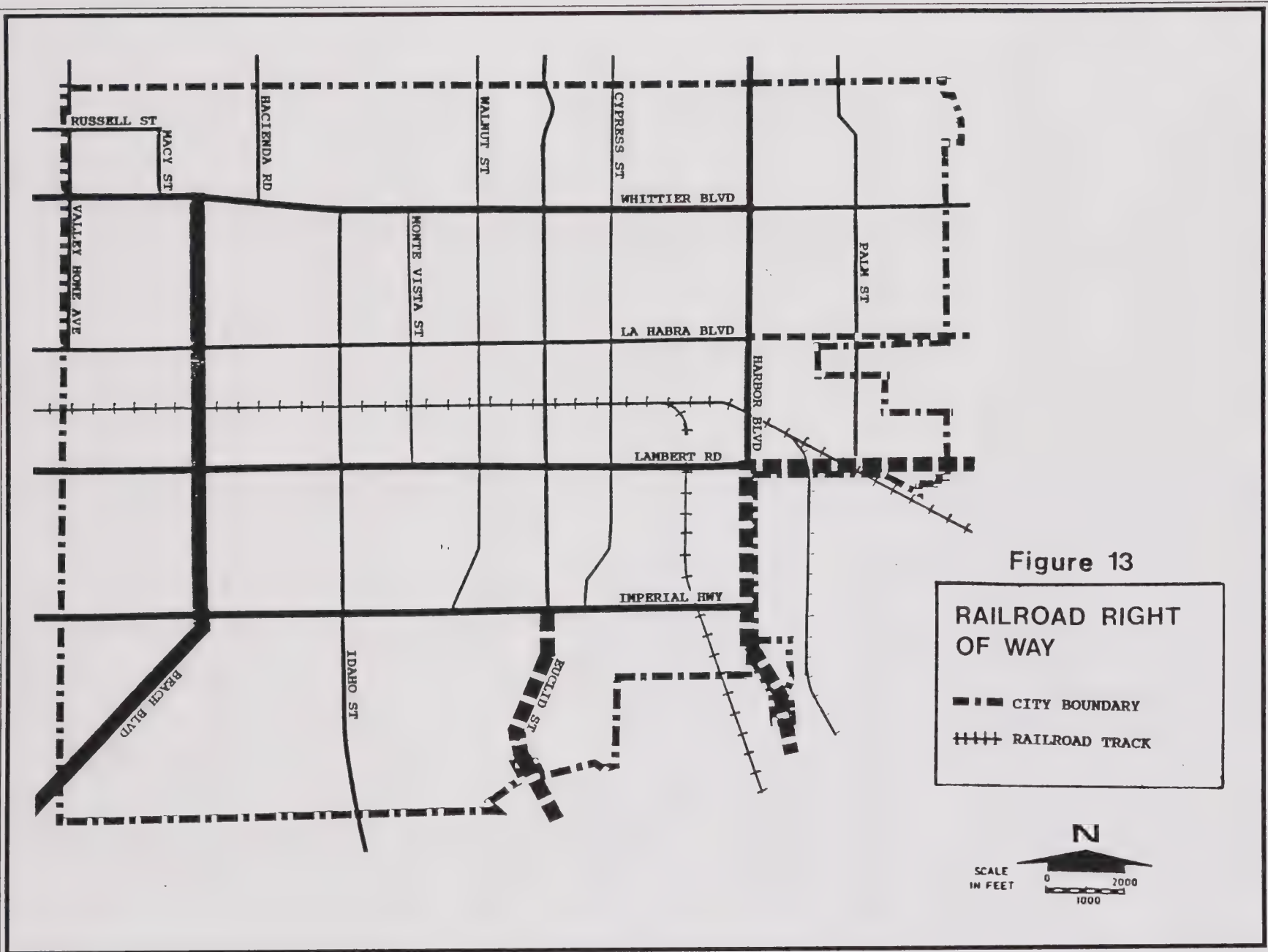
As future increases in traffic volumes and the number and severity of truck-involved accidents would severely undermine a safe and efficient traffic flow on City streets and highways, the City shall consider SCAG/SCAQMD proposal of local implementation measures to reduce truck traffic during peak travel periods. These potential means of diverting truck traffic and reducing accidents include: (1) restrict the operation of trucks on congested portions of arterials during peak periods, (2) establish peak period pricing surcharges for the operation of trucks during peak periods on congested arterials, (3) require that major shippers and receivers develop plans to move shipments to off-peak periods, (4) develop voluntary plans for off-peak operations of special shippers, such as construction suppliers, package delivery, and dairies, and (5) develop a program to reduce truck accidents through increased enforcement and rapid incident response.

Railroad Right-of-Way

The Southern Pacific and Union Pacific Railroads have broad 100 foot right-of-ways which bisects the City from West to East (Figure LU-13). This line is a trunk line serving spurs which allow freight car spotting at a number of local industries as well as those in Brea and Fullerton.

The Circulation Component of the La Habra General Plan 2020 treats the railroad right-of-way as a multi-use facility and public open space. At some point in the future, alternative uses or treatments for the right-of-way may be possible for future use as a light rail commuter facility as existing use for freight operations become abandoned. As part of SCAG's Railroad Right-of-Way Evaluation Project, the Union Pacific (UP) Anaheim Branch and the Southern Pacific (SP) La Habra Branch has been identified for possible future transit development.





E. OTHER INFRASTRUCTURE

The general plan guidelines provided by the State identifies a number of infrastructure issues which should be addressed in the general plan, they include: energy, water, sewage, storm drains and communications. Due to the integrated nature of all the general plan elements, the issues of water, sewage, and storm drains are addressed in the Environmental Management Plan section of the General Plan.

Energy

The two main "transporters" of energy (Natural Gas and Electricity) within the planning area are Southern California Edison and Southern California Gas. Their facilities are described briefly and their locations are identified on Figure LU-14.

The Southern California Edison Company maintains three electrical substations and several major electrical transmission lines throughout the City. The substation includes the Olinda Substation, the La Habra Substation, and the Parkwood Substation. The major electric transmission lines which carries a capacity of 66,000 watts runs along Imperial Highway, Beach Boulevard, Lambert Road, and Whittier Boulevard west of Harbor Boulevard.

The Southern California Gas Company has two major underground transmission lines that passes through the City. Identified as line 32, this line passes along La Habra Boulevard from the western city limits until it reaches Beach Boulevard; afterwards the line runs south to Lambert Road where it later runs east to the eastern city limits. The other line, identified as line 2000, runs along the Southern Pacific Railroad from the western city limits to Harbor Boulevard as the line takes a southeast course, exiting the City south of Lambert Road and east of Palm Street.

A few high pressure pipelines pass through La Habra, delivering natural gas, liquid petroleum and other products to the area. These lines are for the most part contained in streets and other public rights-of-way.

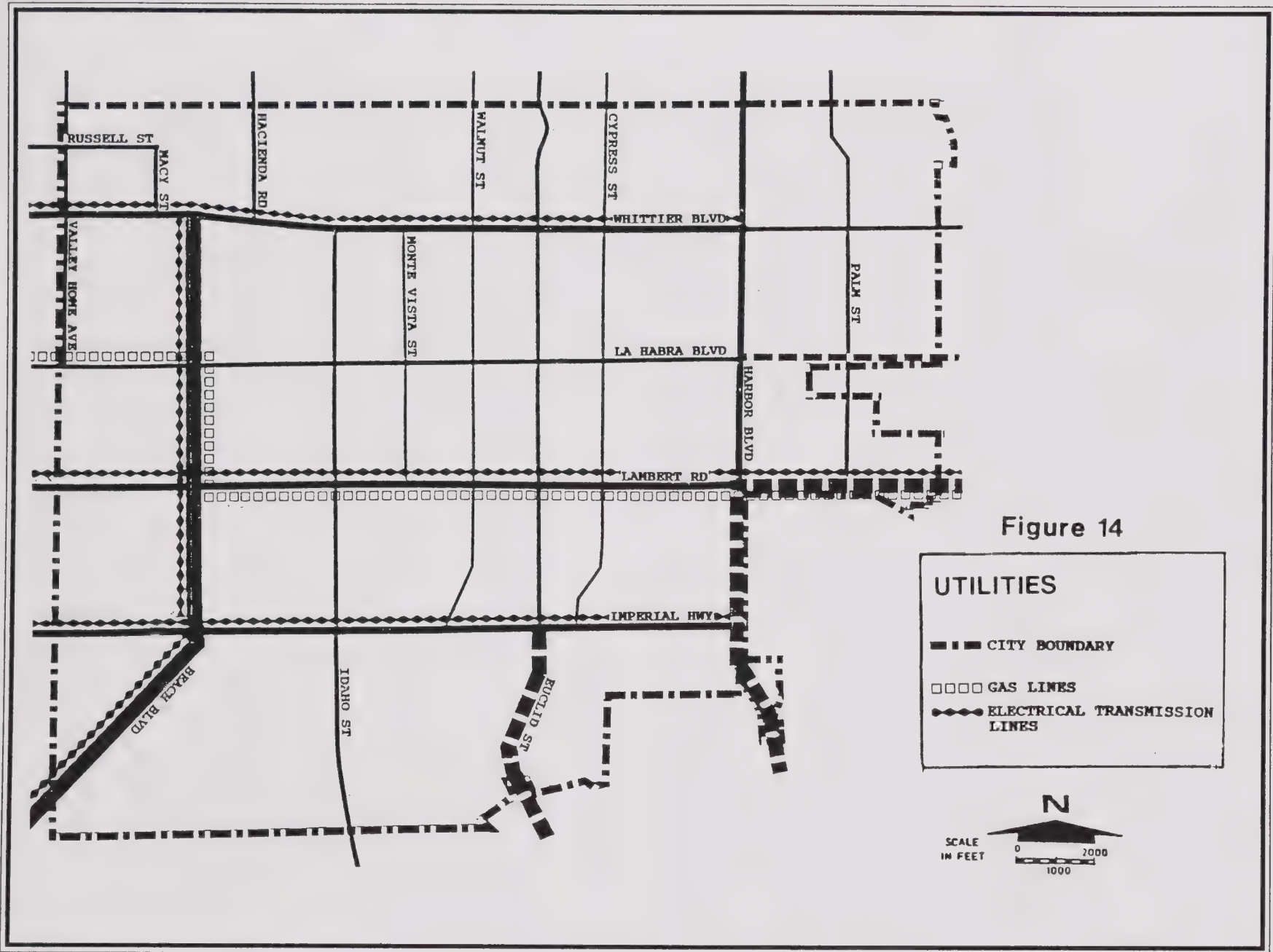
Communication

The City is serviced by General Telephone and Pacific Bell for communications. Communication utility lines above ground are located on the public right-of-ways and on private utility easements in some parts of the City. However, new cables are required to be installed underground.

III. MAJOR ISSUES AND PRELIMINARY POLICY DIRECTION

Traffic Increases

Due to the scarcity of land, future developments in the City are not expected to be cumulatively significant traffic generators. Future traffic volume increases in the transportation circulation system will largely be the result of increasing developments in adjacent cities. The City will have to combine efforts with regional agencies and adjacent cities to develop feasible alternative modes of transportation and circulation improvements to adequately handle increasing regional traffic causing congestion on local arterials.



Imperial Highway Superstreet Study

The Orange County Master Plan of Arterial Highways designates Imperial Highway as a primary arterial. This designation requires 100 feet of right-of-way with the roadway planned as a four lane divided roadway. In the Imperial Highway Superstreet Study which traverses six cities including La Habra, Imperial Highway is generally considered as a six lane roadway from Beach Boulevard easterly to Harbor Boulevard, where it transitions to a four lane facility.

Prepared for the Orange County Transportation Commission, the Imperial Highway Superstreet Study examines existing and future traffic conditions on Imperial Highway and identify areas of opportunity for coordinating the implementation of super street improvements with planned redevelopment projects or roadway construction projects. Such improvements would increase traffic carrying capacity and facilitate improved flow along an arterial by minimizing conflicts with cross traffic. Hence, the terms "High Flow Arterial", or "Continuous Flow Boulevard" used to describe a "superstreet". Implementation of proposed improvements along Imperial Highway would occur once the conceptual super street plans are developed. For the City of La Habra, committed roadway improvement projects for Imperial Highway and its cross streets include intersection improvements on Imperial Highway and Idaho Street and signalization on Imperial Highway and Leslie Avenue. The implementation of this program may significantly affect existing improvements and developments along Imperial Highway. The City shall monitor the process and assess the environmental impacts of this project.

Transportation Demand Management

Transportation Demand Management has received wide attention in recent years as a series of "soft" activities or management of transportation modes to enhance the capacities of and efficiencies of roadways. These measures are essentially operational modifications to the movement of people and goods rather than the construction or enlargement of new improvements.

There have been many claims of high degrees of efficiency or reductions in total vehicle volumes by the use of these measures. They include staggering work hours offering flexible office times, and shared or part-time positions, to ease peak hour concentrations of traffic. The use of high occupancy vehicles such as buses or car/vanpools, alternate transportation modes such as transit or bicycling, and preferred parking for ridesharing or car/vanpools has also contributed to the reduction of motor vehicles to the work site. The use of these measures will continue to grow as a cooperative effort from all participants can achieve the desired benefits of such programs. Presently, the City of La Habra has reduced vehicle trips by 47% percent through implementation of a 9/80 work schedule. Under Regulation XV, the City and other major employers with 100+ employees have implemented trip reduction programs by increasing the number of employees reporting to a site to the number of vehicles driven to a site. The average vehicle ridership ratio (AVR) of 1.5 employees to vehicles for each site must be achieved by July 1, 1990 deadline. Future expansion and implementation of trip reduction programs will result during the planning horizon and shall be discussed in further detail in the Growth Management/Transportation and Air Quality Component of the Regional Plan.

State Congestion Management Program (CMP)

As California voters approved a State Constitutional Amendment to raise the Gann Limit (SCA-1) on the June 1990 ballot, the State of California began implementation of a comprehensive, six bill Transportation and Passen-

ger Rail Bond Funding Package known as the Katz-Kopp-Baker-Campbell Transportation Blueprint for the Twenty-First Century. The measures were aimed at increasing the level of financing for transportation improvements and reforming the Gann Expenditure limitation. The resulting package would provide \$18.5 billion in new transportation revenues over the next ten years, including a phased increase in the state diesel and gas tax by a total of nine cents per gallon over five years, beginning in August 1990.

A principal component of the Transportation Blueprint is AB 471. The legislation establishes a number of new requirements governing the statewide process for planning and funding of transportation improvements. One of the most significant and controversial features of AB 471 is the requirement that every urbanized county with a population of 50,000 or more adopt a comprehensive CMP. The CMP represents a major new directive for local governments to measure and mitigate the impacts of land use decisions on streets, highways, and regional transportation systems. The required CMP would include: adopting and maintaining levels of service for roads, highways, and public transit, incorporating trip reduction/alternative transportation system to local projects, and mitigating traffic impacts on the regional transportation system from local developments.

The State intent of AB 471 is to dramatically shift transportation and funding priorities in California. More specifically, the CMP component is an effort to more directly link land use and transportation, thereby prompting reasonable growth management programs that will more effectively utilize new transportation funds and alleviate traffic congestion and related impacts.

COMMUNITY IDENTITY ELEMENT

CITY OF LA HABRA

**Adopted by Resolution No. 4115
June 16, 1992**

CITY COUNCIL

**James H. Flora, Mayor
William D. Mahoney, Mayor Pro Tem
John C. Holmberg, Councilman
David M. Cheverton, Councilman
Juan M. Garcia, Councilman**

PLANNING COMMISSION

**Joan A. Johnson, Chairman
Patrick M. Kelley, Vice Chairman
Paul G. Thornburg, Commissioner
Michael C. Collins, Commissioner
Eugene R. LaBlond, Commissioner**

**CITY MANAGER
C. Lee Risner**

PART 3

COMMUNITY IDENTITY

Background Data, Analysis & Policy Direction

I. INTRODUCTION

La Habra is one of the more than 100 cities which constitute the large metropolitan area which makes up Southern California. These cities all share contiguous borders and to the casual observer or visitor from other places appear to be one large city. To most of the world this is "Los Angeles".

As Orange County formulated, communities were originally buffered from each other by large undeveloped areas of agricultural land. In time, some cities developed and enhanced unique features which distinguished them from the rest, these include: physical features, unique architectural themes, historical buildings, landscaping themes, community/cultural facilities, etc. As the population increased causing urbanization of the suburbs, the cities have developed closer together resulting in some of these features becoming less distinct, and in some places, disappearing altogether.

Starting with the decade of 1990's, environmental regionalism has and will continue to influence the slow degeneration of cityhoods as common interrelationships are heightened. Inter-jurisdictional dependencies on transportation systems, waste management, air quality, housing and storm water drainage are only a few of many other environmental issues that erode the independence of a City.

The City of La Habra is bordered by the five cities of La Habra Heights, Whittier, La Mirada, Fullerton and Brea. A commonality of place and street names has contributed to the invisibility of the City's borders. For example, the City of "La Habra Heights" is contiguous to the City and "Whittier Boulevard" transverses the City, confusing La Habra with La Habra Heights and Whittier, respectively. Imperial Highway, Beach Boulevard, Harbor Boulevard, Lambert Road and Euclid Street also transverse through La Habra and neighboring cities making no distinction of one city from another. In addition, urban development which has occurred at the City's borders is in most cases consistent to similar land use type of development in adjacent cities, creating a continuous flow of urbanization.

One feature, however, has historically identified La Habra and that is its physical location in the "La Habra Valley" between the Puente Hills to the north and the Coyote Hills to the south. This has now become less distinct with the growth of La Habra and adjacent cities. The hills to the north and south have been largely developed as well as the "flat" land to the east and west.

The Community Identity Element is being created, in two parts. First, to identify ways to encourage changes and improvements in the City's infrastructure which will help to delineate the differences between La Habra and our neighbors while at the same time enhancing our aesthetic image and pride as a clean, well maintained community.

The second goal of this element is to enhance and encourage the social image and theme which distinguishes the City. The City Council took the initial step to this process, when in 1991, adopted the City's new motto: "La Habra, a Caring Community".

A. State Guidelines and Requirements

Besides the required General Plan Elements as listed in Government Code Section 65302, local governments may adopt "any other elements or address any other subjects which relate to the physical development of the county or city". Once adopted, an optional element carries the same force and effect as mandatory ones. This includes consistency of proposed zoning, subdivisions, public works, and specified plans. The optional element must also be internally consistent with the other elements of the plan.

B. Relationship to other General Plan Components

Land Use / Circulation - The orderly development and/or redevelopment of the City's land uses and circulation system as with the goals, policies & programs of the Community Development section of the La Habra General Plan 2020 have a direct bearing on the identity of the City. The adopted land use plan calls for the continuation of La Habra as a primarily residential community with enough commercial and industrial areas to support local economy and infrastructure.

Economic - The enhancement of the City's identity will tie directly into the stated goal of the economic development portion of the general plan by helping to create an environment that will be attractive to new business development within the City.

Open Space - The thrust of the open space and conservation components of the general plan is to conserve and enhance the City's open space resources, such as parks. The enhancement and maintenance of these open space areas will have a correlation to how citizens of the community feel about and identify with their community.

II. EXISTING CONDITIONS

As with all undertakings there are opportunities and constraints which determine the parameters of what can be accomplished. This section of the Element identifies the opportunities and constraints associated with enhancing the City's image and identity. This section addresses the aesthetics and economic progress accomplished by both the private/public sectors within the past decade. It also identifies a variety of City programs which have been in place and consequently contributed to the spirit of the City's motto, "La Habra, a Caring Community".

A. OPPORTUNITIES

1. Community Aesthetics:

Though the community is considered built out, there has been significant improvement to the infrastructure and urban development of the City. Continued encouragement for aesthetic development and related amenities should be continued such as increasing emphasis on landscaping, architectural excellence and the development of an identifiable theme.

La Habra Boulevard Specific Plan:

The La Habra Boulevard Specific Plan has also proven to be a good long term planning tool that lends to the improvement of the City's identity. The Plan adopted a series of architectural standards and guidelines for development along the Boulevard, establishing a Mission Style Spanish Architectural theme. The ultimate development of this area will create a cohesive aesthetic "identity" in the heart of the City.

Boulevard of the Bells:

The City has also established the "Boulevard of the Bells" in conjunction with the La Habra Old Settlers Historical Society. This program consists of the placement of Mission Bell along La Habra Boulevard as a reminder of historical significance when La Habra was along the route of "The El Camino Real". Continuation of this program and more public education regarding the history of La Habra will also encourage citizens of the community to identify with and feel part of the community.

2. Social Image

The City's most valuable asset in developing the foundation for City policies and priorities has been the voice of the community at large. Through the community, priorities evolve and programs are implemented to respond to these desires and needs. Historically, the emphasis of concern and celebration in this community has been placed on the concept of "families" and especially on its children and youth. La Habra being a low density residential community, has a history of programs and celebrations which are intended to heighten the social and economic development of the families in the City. With programs that excite the energies of curiosity and self identity and esteem, La Habra's future generations will be better prepared to support the public welfare of the community. Two prime examples of this theme are demonstrated by the development and operation of the La Habra Children's Museum and the La Habra Child Development Programs.

Children's Museum:

Among the myriad community services offered by the City is one that is unique to La Habra and which has a service area of Orange, Los Angeles, San Bernardino, and Riverside Counties. This is the La Habra Children's Museum. This genuine resource provides the City an opportunity to "showcase" its dedication to the community and its children. The continued support of the Museum presents a positive image of the community of La Habra.

Child Development Programs:

First of its kind, La Habra in 1974 caused the creation and operation of low cost child care. This initial effort served approximately 23 community children and has since grown to serve over 400 children from infant to fourteen years of age. Ultimately, it would be a goal to serve 800 of La Habra's youth through these programs. These child development programs not only give the children of La Habra the edge to better education and development, but also allows parents the opportunity to work, or in many cases to improve current skills for better job and social and economic stability.

La Habra Community Theater

The theater provides an opportunity for La Habra's citizens to learn and develop a good theatrical experience and the opportunity to participate in theatrical productions.

Dare Program:

The City started this anti-drug program in 1986, which centered on communicating positive alternatives to youth and their families. Taught in the City's elementary schools, the program's intent is to educate the children from future pressures and direct them to more positive roles in society and in the community.

B. CONSTRAINTS

There are two major constraints in creating and effecting additional programs to achieve the highest level of aesthetic identity and improvement of the community image. These two constraints are the built-out condition of the City and the minimizing of discretionary and flexible funding.

Built-out Constraints:

The City has matured rapidly since its incorporation in 1925. The City is considered built-out, with less than 10 acres of land available for new development. This condition prohibits the implementation of long term master plans implemented by planned communities which have incorporated many visual/aesthetic amenities that provided a preferred identity. Such planned communities depend on the mass vacant areas that have the potential for immediate development. All areas of La Habra, with the exception of Chevron Hills (Coyote Hills West), are developed and significant recycling or redevelopment probably will not occur within the next 30 years.

Economic Constraints

There are a number of other programs which the City could establish in an effort to create ultimate identities such as street median planting, placement of street furniture, bus shelters, the placing of all utility lines underground or providing more innovative programs for the youth. The major constraint to these programs is the continued minimizing of the City's discretionary funds by county, state, and federal mandates that would otherwise be available to pursue improvements in the City. Any program to make public and social improvements must also be accompanied by a program to generate the funds necessary for their establishment and long term maintenance.

C. COMMUNITY AESTHETICS	CI - 5

The City has continually adopted a number of ordinances which regulate development within the City. These ordinances establish minimum standard for all new structures as well as applied by the expansion and/or rehabilitation of existing structures. These standards not only assure safety and orderly development, but are also intended to provide an aesthetic appearance by incorporating architectural design, sign standards, and landscaping standards. In addition, redevelopment areas have been established throughout the City to upgrade and/or replace outdated and obsolete structures and revitalize economic areas. In addition, there has been public improvement, such as the placement of utility wires underground, including along La Habra Boulevard.

The implementation of these regulations and public improvement programs, over a period of the past decade, has resulted in a gradual but significant improvement in the overall aesthetic appearance of the City. This type of community improvement will only continue in the future as other older structures are upgraded. It is also anticipated that new programs and regulations, such as the proposed "Draft Sign Code" will be implemented to further enhance the existing programs.

Within the past decade, there has been a surge of commercial construction and rehabilitation as evident by new commercial centers throughout the City. Some of these improvements are demonstrated in the following areas:

1. Commercial Development:

Imperial Highway:

Imperial Highway which is a state highway, has been subject to major improvements concentrated on both borders of the City, Beach Boulevard and Harbor Boulevard. Much of the new development can be attributed to an aggressive Delta One Redevelopment Project Area. Major new development that has occurred west of Harbor Boulevard includes the Harbor Imperial Commercial Center, the Target Store, Howard's Appliances, Grossman's Lumber and the Imperial Auto Center. All these new developments have replaced dilapidated structures and vacant sites, providing new construction, major street landscaping buffers and economic viability.

To the east of Beach Boulevard along the Imperial Highway the area which is designated as Community Shopping Center by the General Plan, is developed with the Town and Country Commercial Center and the La Habra Market Place Shopping Center. This area has the current potential to further improve with two other major commercial developments east and west of Idaho Street on Imperial as well as a new commercial center west of Beach Boulevard. This area of new development and potential new development will provide an architectural Spanish theme, and a substantial landscaped scene to beautify one of the major gateways to the City.

Additionally, the Orange County Flood Control Channel which transverses Imperial Highway approximately three-fourths of a mile, will be improved to include a landscaping buffer along the highway. Another major improvement just north of Imperial Highway on Beach Boulevard is the development of Friendly Hills Regional Medical Center, replacing an abandoned car dealership. The medical center has master plans for expansion, growing to be one of the major medical providers in the state and an asset to the community.

La Habra Boulevard:

One of the City's newest innovative tools to planning was the development and implementation of the La Habra Boulevard Specific Plan. Taking full opportunity of new state legislation, the Specific Plan developed by the City, local business and residents created a master plan for the entire length of this downtown mainstream to provide architectural consistency, landscape theme, public improvement and flexible land use designations all with the purpose to improve economic viability and increase aesthetic appeal. The La Habra Boulevard Specific Plan is a long term plan, improving areas by attrition and redevelopment. However, within the past decade, much improvement has occurred, perhaps subtle at first, but by comparison the improvement has been significant:

Public improvement along the Boulevard includes street widening and left turn pockets which have improved the traffic flow of this busy downtown street. All electrical lines were placed underground along the full length of the Boulevard. New mission bell street lights now adorn the public right of way coupled with the landscape theme of palm trees which significantly beautify the center of downtown especially at the entrance at the Civic Center.

New construction and rehabilitation of structures subject to the Specific Plan have been numerous and originally include:

- Grand Prix Auto Repair
- Arco and Mobil Service Stations
- Blockbuster Video commercial building
- Rehab. of part of the Burch Ford auto dealership

- Park Regency Care Center
- Park Regency Senior Hotel
- Gersfeld Engineering Office Building
- O'Hanesian Apartments (across from OLG)
- North Orange County Physical Therapy Office
- Taquieros de Anza fast food Restaurant

New development which occurred in redevelopment project areas:

- Town and Country Commercial Office
- La Habra/Harbor Commercial Center
- Casa El Centro Senior Apartments
- Smoke Tree Apartments
- Potential Affordable Housing Complex by NHS
- Landmark Plaza Commercial Building
- La Habra Branch Library Expansion

Commercial rehabilitation prior to the Specific Plan:

- La Habra Circle Commercial Center
- La Habra Square Commercial Center
- La Habra Gateway Commercial Center

The latter three rehabilitated commercial centers and the new Spanish designed Mobile station have created an aesthetic focus and added landscaping along this intersection of La Habra Boulevard and Beach Boulevard, the western gateway to the heart of the City.

Lambert Road:

Two major areas of new development have occurred on Lambert Road within the past ten years. These areas have added both aesthetic improvements and economic viability to this centrally located Road. Along the southeast

corner of Walnut Street and Lambert Road are three separate developments, Stone Harbor Condominiums, the Walnut neighborhood commercial center and the Dickson apartment complex. Though constructed at different times by different owners, encouragement from the City and a cooperative effort by the owners resulted in a corner of the City developed with a consistent architectural Cape Cod style. This corner presents an attractive addition to the City with its blue/grey colors highlighted by the white bands of wood siding that are typical of the architectural style, but unique in the City.

The second area of development on Lambert Road was the major industrial development of Dickenson Home Improvement Center within the Redevelopment Project Area, and across from it is the Lincoln Properties commercial/industrial center. Both projects replaced underutilized sites and upgraded them to viable uses.

Whittier Boulevard:

Whittier Boulevard, another gateway to the City, experienced major aesthetic improvement at the intersection at Harbor Boulevard. This intersection was the site for the dedication of "Constitution Plaza", in commemoration of the 200th anniversary of the United States Constitution. The site is decorated with a plaza area and an abundance of landscaping. This intersection is also significantly improved with the redesign of the street for safer traffic flow and additional landscaping areas. This intersection within the past decade has been an area of active construction resulting in:

- A new commercial office building (Chuck Stevens Realty)
- Rehabilitation of the old Heritage Square Antique Mall into an office building for American Stores Credit Union.
- Apartments
- Condominiums
- Senior Condominiums
- A senior hotel
- The rehabilitation of the Albertson's commercial center.

All these newer developments have provided not only new construction, but additional landscaping areas along this major street. Other major new developments along Whittier Boulevard originally included:

- The Sears Western Credit Union.
- The La Habra Meadows Senior Hotel.
- Midas Muffler, McDonald's upgrade.
- Landmark Bank.
- Sharar's Commercial center.
- And two Auto repair centers.

Once again, these newer developments replaced abandoned or underutilized uses, now upgraded with improved appearances and with a substantial increase of newly landscaped areas further beautifying this Boulevard.

2. Industrial Development

The last few years have also seen major improvement in the appearance of La Habra's industrial areas. On Cypress Street near Fourth Street, there has been the development of the La Habra Business Park through the Beta Three Redevelopment Project Area. This redevelopment of an old school site has provided the City with a clean and attractive collection of industrial buildings. This planned community of industrial buildings share a consistent architectural and landscaping style and is a contemporary concept reflecting a positive progressive image of the City. This redevelopment of an old school site has provided the City with a clean and attractive collection of industrial buildings. This planned community of industrial buildings share a consistent architectural and landscaping style and is a contemporary concept reflecting a positive progressive image of the City. The development of this project also encouraged other property owners in the area to upgrade their properties which led to the development of the construction projects which further modernized the appearance of this area. These included originally :

Atlas Door

The Roland Hay building at the corner of 4th and Cypress.

A new industrial building across the street from La Habra Cabinet.

Also, the area along the south side of Second Avenue has been in transition from substandard dilapidated housing to new industrial buildings with the required landscaping along the street.

3. Residential Development

In addition to commercial development within the City, there has also been an upgrading of the residential areas of the City. The area bounded by Electric Avenue, Euclid Street, Lambert Road, and Walnut Street have been improved and upgraded from an area of older deteriorated single family dwellings to a multifamily area with contemporary upscale condominium projects and apartments. The strict architectural review and design standards have given this area a major improvement. Also, with the support and help of the City and the Neighborhood Housing Service, a number of City residents have been able to upgrade and improve their homes. This has not only benefited the individuals, but also their neighborhoods and the City as a whole. These improvements over past conditions can be easily seen in the "Alta Vista" and "El Campo" neighborhoods.

New tract single family homes have been scarce as space available in the City for development has been near nil. The newest tract of homes was developed by Chevron U.S.A. west of Beach Boulevard. This tract totals 30 detached single family homes sold to higher income households. A second opportunity for higher income households may occur with the development of the Chevron Hills/Coyote West Hills, currently unimproved with abandoned and active oil wells.

D. SOCIAL THEME/IMAGE

The City has historically established a number of programs which provided services to various groups of residents within the City. Additionally, the City supports the activities of various private organizations which provide valuable services to the families of this community. All of these programs and services individually and collectively create an image of La Habra as a place where people care about each other. How appropriate, when in a City sponsored contest, a new City motto was chosen that reflects this image: "La Habra, A Caring Community".

There are programs which serve all segments of society including: Youth, Families, and Seniors. Many members of the community take great pride, as well they should, in these programs, especially in the number and variety of programs for the youth of our City.

The City has also initiated successfully, numerous programs which have been instrumental in the educational development and in providing positive alternatives to gang involvement and drug use. These programs have also benefited the mental, physical and psychological growth of the youth in our City. The community's commitment to youth programs helps create a solid foundation and offers positive alternatives for those growing up in our challenging society. Many youths will benefit from more than one of the programs offered in the City, each targeting specialized functions, activities or groups.

These programs and services include:

The Children's Museum at La Habra:

Located in a restored 1923 railroad station, La Habra opened California's first and original Children's Museum. Since then, the museum has expanded to a facility of 12,000 square feet and serves over 120,000 children a year. The Children's Museum provides an entertaining and education facility for children of all ages with programs and exhibits that are designed to challenge young minds to explore and discover the world and themselves. The museum provides educational programs which involves the sciences, history, arts and humanities. Other programs involve the children's participation and includes workshops and performances which lead to self discovery. Exhibits include the Nature Walk, the Bee Observatory, the Model Train Village, Carousel Room, the Science Station, Theater exhibit, and preschool exhibit, while other exhibits are changed at least four times a year to provide enjoyment and interest at a child's level.

"The purpose is to provide community - supported facilities and programs that offer young children opportunities to understand their complex world through touching, exploring, manipulating, and experimenting with Museum objects and materials. The Museum operates on the premise that children's learning is best facilitated by a hands on approach that allows them to actively participate in the educational process."

Child Development Programs:

In 1974, the City implemented an original concept, to provide quality child care for the families in the community. The City began its commitment to provide child care with its initial funding through the State Department of Education. This was not only La Habra's introduction to child care, but it was the first City in California to be funded for direct child care programs. In 1976, the City initiated programs for a "Family Day Care Network" through the Alternative Child Care Act Funding. The City now provides licensed family day homes for the care of infants and toddlers. The City also provides before and after school care through funding by SB 303. In 1988, the City, once again in the child care field, became the second City in California to operate Head Start Services for the residents of La Habra.

The City's commitment has grown since 1974, and now offers a full and comprehensive Child Care Program. The Child Development Services are available to low and moderate income families that meet guidelines established by the funding agency. The Child Development Centers now offer a full scope of services for children six weeks to fourteen years of age. The concept of the Child Development Centers does not end with providing

quality child care. It also offers a comprehensive program to those families served. A variety of services are made available to the families, including social service and health referrals, nutrition services, parent education and parent involvement in the programs.

The City continues its commitment to provide quality services to children and families. In June, 1989, the City dedicated a facility which provides services to school-age children, and in 1990, a facility to serve Head Start children was completed. Child Development Programs are 100% grant and fee funded.

Youth Services Bureau:

The City of La Habra Police Department has instituted programs for youth utilizing non-threatening projects that are designed to provide education, information and alternatives to drugs, gang activities and crime. These programs are operated through the Youth Services Bureau. The Bureau became operational in 1975 and operates and supervises an umbrella group from each of the schools, probation and other community groups which bring various resources to bear on the problems of individual young people, with a focus on treating the gang and drug problems.

Dare Program:

The Dare Program in this City started in 1986, and provides education and community programs that offer positive alternatives to troubled teens and their families. The Program focuses on educational and self-esteem activities that provide a solid foundation for future development and provide comprehensive services for the entire family. The program is taught in every public elementary school in the City and several in neighboring Whittier. Beginning in 1990, the largest private elementary school in the community was added to the program.

The School Resource Officer Program:

The Program was initiated in 1991 and puts highly trained and motivated police officers in close contact with each of the intermediate and high schools in the community. Each of these officers is an anti-gang specialist. The Department employs education and information as a deterrent in the battle against crime, gangs and drugs.

The City also operates other programs which enhance the City's image as a caring community. These programs provide a wide range of services for individuals, families and seniors.

Police Chaplain Program:

The La Habra Police Department has implemented a program in which Priests from local churches work with the officers, as volunteer Chaplains. There are 20-30 individuals currently participating in the program. They work on a rotating basis with one "on-call" each day. They also occasionally ride along with the officers. The Chaplains assist the Police by providing counseling and aid in a number of domestic situations. The situations include: Crisis intervention, assisting victims of crime or domestic violence, providing comfort and support to family members who may be in need, and many other services which benefit the citizens of La Habra.

Employment And Training Programs:

In 1974 the City undertook the administration of employment and training programs for a "consortium" of Orange County cities that came to be known as the Northwest Group. In effect, La Habra, with a population of under 50,000 residents, provided employment and training services, representing a population of approximately 450,000. Thus began a long partnership with other cities and the County to provide job training and services to the economically disadvantaged, laid-off, handicapped and older workers. As one of the largest youth programs in the County, La Habra targeted the high-risk population of teens between the ages of 14 and 21, who, for numerous reasons, might otherwise drop out of school.

The Northwest Group staff provides several activities, including outreach, recruitment, intensive job counseling, resum'e preparation, work experience, assessment testing, and referrals for job placement. The programs are totally grant funded and La Habra continues to operate as a subcontractor of the County of Orange.

Education and Recreation Programs:

The City's Community Services Department provides a large portion of classes for the youth in the community. Publicized in each of the quarterly newsletters, and on local cable T.V., the classes provide learning experiences for infants to seniors. They include instruction in areas such as dance, music, baton, bowling, gymnastics, foreign languages, gift workshops, reading readiness, tumbling and other academic enrichment activities. The classes are offered for a nominal fee and vary with the seasons.

The City also has available numerous recreational facilities for soccer, Little League, girl's softball, Pop Warner football and youth basketball. Area parks and recreation facilities are provided and maintained by the City. Playground equipment and sports fields are available at most parks. Restroom facilities and grills are maintained for the convenience of local residents. The Pepsi Playpark was opened at La Bonita Park on May 30, 1991 as part of Pepsi Cola West's crusade to install parks throughout Southern California. The La Bonita Park features exciting and adventurous equipment for the children of La Habra.

Tennis Center

In 1976 the City entered into a private / public partnership to develop a public tennis facility which includes 12 lighted courts, shower and locker room, and a proshop. The facility offers a recreational experience for youths to older adults.

Senior Services:

The City provides a full range of services for its senior population. These range from recreational, social, educational and physical needs. As a new addition to the services available for residents of La Habra, and in addition to the many health services provided for senior citizens, La Habra now hosts the St. Jude Mobile Health Unit weekly at El Centro Park. The unit provides needed medical care, treatment and referrals to low income families and children free of charge. Other programs include Meals on Wheels, Community outreach, eldercare, and telecare. Additionally, there are programs which are in place within the City which are privately operated, but which receive some of their support from the City.

HBIC/HELP for Brain Injured Children:

HBIC was founded in 1967 and is now a non-profit California corporation that serves neurologically impaired children and young adults. HBIC provides programs to help clients reach their own individual maximum level of physical and mental capability. The Day Center is located at 981 N. Euclid Avenue and houses offices, a school, specialized therapeutic equipment and treatment facilities. Formerly a private residence, the City of La Habra rented the structure to HBIC in 1975 for \$1.00 a year.

Other facilities and programs include: Medical Diagnostic clinics, held three times a year to diagnose specific neurological problems, prescribe treatment and rehabilitation and assess currently prescribed treatment programs: The Neurological Rehabilitation Program, designed to improve mobility, motor development, sensory competence and academic achievement: The Cleta Harder Developmental School offers alternative education programs for students ages 3 through 22 with handicaps who may benefit through a controlled, educational environment.

Boys and Girls Clubs of La Habra:

The Boys and Girls Club of La Habra is a non-profit organization that provides a building facility, professional staff, a fun environment and programs to assist youth in developing self-esteem, values and skills. The Clubs serve youth from 7-18 years and provide programs in sub-core areas of personal development, citizenship and leadership, health and physical education, cultural enrichment, social recreation and outdoor and environmental education. The Center offers a full array of activities designed to attract youth into entertaining, educational and constructive activities. The Club boasts that they provide "something for everybody", including activities such as: Boys and Girls of the Year, Keystone, Field Trips, Teen Center, Weight Room, Jazz Class, Computer Instruction, Snack Bar, Gym facilities, Torch Club, Fine Arts, Boxing Club, Honor Dollar, Cooking instruction, Movie day, Game room and RIF. The staff is available to help the community and has served the youth of La Habra for thirty-three years.

The Gary Center:

The Center is a private, non-profit family service center dedicated to helping people help themselves. The Center was founded in 1971 as a drop-in center for families. Youth and adults are assisted in areas of domestic violence and sex-offender counseling, treatment and prevention of child abuse, class instruction and in-home education to high risk families.

Other programs available through the Gary Center are: Dental services for low-income children and families provided by qualified, licensed dental staff who provide treatment for an average of 3,000 people per year; Family services and mental health are provided as a multi-cultural approach to the treatment of child abuse. The Child Abuse Treatment and Prevention Program seeks to improve parental functioning through demonstration and teaching. Mental health activities assist those who are victims of separation, depression and anxiety by providing counseling. Social services, housing and community development are also included in activities to provide community assistance for local residents in need.

E. SUMMARY

This Element demonstrates the historical commitment of the City to its community members. Initiator of innovative programs and services, the City warrants the credit of being foresighted in meeting the needs and desires of the community. As a result, the City has also gained experience through the years which has resulted in programs that are streamlined, cost-effective and yet responsive to the needs of the community. Few, if any, cities have undertaken such an active role in the welfare of the family and especially in its youth population and consequently its future adult generation. It is hoped that many of the pressures encountered by today's youth will be alleviated through the availability of comprehensive services offered through the City and other local agencies in the community. Programs that focus on building educational levels and self-esteem activities and provide a solid foundation for future development should be encouraged. The City will strive to continue to provide these existing programs and to add new programs and services that will encourage the economic and social upgrading of future generations of the community. The City's record in effecting these programs supports the community image of a City that cares, especially for its youth.

The community aesthetics can best be improved as new construction and major rehabilitation occurs in compliance with current development standards. Current development standards additionally provide for community aesthetics such as on site landscaping. As much of the success for community aesthetics and economic viability has resulted from an aggressive redevelopment program, future improvements will have to rely on the private sector as properties recycle. The City can still contribute to the aesthetics of the City with community preservation efforts by code enforcement, property maintenance enforcement and the establishment of visual themes throughout the City.

III. GOALS, POLICIES, & PROGRAMS

Goal 1: Community Aesthetics/Beautification

It is the goal of the City to pursue and encourage the visual enhancement of the community in order to present an image of La Habra as a desirable place to live, work and shop.

Policy 1.A:

It shall be the policy of the City to establish and maintain a street tree planting and landscaping plan for both the public right-of-way and front setback areas along all the major commercial and industrial streets throughout the City.

Programs:

- A.1. Modify the Landscaping requirements in the Zoning Code to include the placement of specific varieties of trees within the front landscape area which are consistent with an overall city tree planting plan.

Policy B.1:

It shall be the policy of the City to establish entry treatments at the major entrance points to the City.

Programs:

- B.1. Establish a design criteria that identifies major entry points of the City which may include either/or a combination of consistent City signs, architectural style and landscaping theme that beautifies the entry as a gateway to the City.

Policy C.1:

It shall be the policy of the City to encourage the maintenance/upgrading of the City's residential areas, to achieve an aesthetically desirable neighborhood.

Program:

- C.1 Continue the cooperative efforts with Neighborhood Housing Service to assist in residential maintenance and rehabilitation programs.
- C.2 Enforce all the property maintenance provisions of the La Habra Municipal Code.
- C.3 Encourage home ownership and review policies of Neighborhood Preservation.

Policy D.1:

It shall be the policy of the City to promote the appearance of the City as an attractive place to live, work, and trade by controlling and regulating the design, quality, location and maintenance of signs.

Programs:

- D.1. Adopt the draft sign code that was prepared by the City staff which is based on recommendations of the Sign Committee (a citizen's committee) which was established by the City Council.
- D.2. Actively enforce the adopted sign code provisions for the placement of all new signs and for the abatement of all nonconforming existing sign.

Goal 2: Community Image

It is the goal of the City to create/provide programs and activities for the social and economic enhancement of the families of the City, especially the youth, which will help to offer a positive image for the community and present La Habra as a desirable place to live.

Policy 2.A:

It shall be the policy of the City to promote community services and education which benefit the mental, physical and psychological growth of the youth in the City.

Programs:

- A.1. Continue to support and promote the La Habra Children's Museum.
- A.2. Continue and expand the Child Development and Head Start programs.
- A.3. Continue to promote and assist the Drug Awareness Resistance Education (DARE) program within the City.
- A.4. Continue to support or find alternative resources for the School Resources Officer program.
- A.5. Assist the Help For Brain Injured Children Foundation (HBIC) by continuing to provide the facility which houses the organization.
- A.6. Encourage the continued operation of Boys and Girls Club.

Policy 2.B:

It shall be the policy of the City to promote community services, education and opportunities for the members of the community which improve the quality of life for the entire family.

- B.1 Continue the administration of the Jobs Training and Placement Act (JTPA) program.
- B.2 Continue to support the activities of the Gary Center.
- B.3 Support and provide for the continuation of the classes and programs which are offered throughout the Community Services Department.

**REGIONAL ISSUES
Background Report**

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APPENDICES

GROWTH MANAGEMENT ELEMENT

CITY OF LA HABRA

**Adopted by Resolution No. 4113
June 16, 1992**

CITY COUNCIL

**James H. Flora, Mayor
William D. Mahoney, Mayor Pro Tem
John C. Holmberg, Councilman
David M. Cheverton, Councilman
Juan M. Garcia, Councilman**

PLANNING COMMISSION

**Joan A. Johnson, Chairman
Patrick M. Kelley, Vice Chairman
Paul G. Thornburg, Commissioner
Michael C. Collins, Commissioner
Eugene R. LaBlond, Commissioner**

**CITY MANAGER
C. Lee Risner**

PART 1

GROWTH MANAGEMENT/TRANSPORTATION BACKGROUND REPORT

Preliminary Data, Analysis & Policy Direction for
Growth Management/Transportation Issues.

I. INTRODUCTION

A. Statement of Purpose and Intent

The purpose of this Element is to ensure that growth and development in La Habra be based upon the City's ability to provide an adequate circulation system pursuant to the Orange County Division, League of California Cities "Countywide Traffic Improvement and Growth Management Plan Component."

B. Role of the Background Report

The Growth Management Element contains policies for the planning and provision of traffic improvements that are necessary for the City's orderly growth and development. The policies and programs presented in this Element are for the establishment of traffic level of service (LOS) standards; a development mitigation program and a development phasing program. In addition, this Element includes an implementation program for annual monitoring.

This element satisfies the growth management requirement of the Revised Traffic Improvement and Growth Management Ordinance (Measure M) and conforms to the guidelines for Growth Management elements as set forth in the Orange County, Countywide Growth Management Program Implementation Manual of April, 1991.

La Habra is considered to be a developed community with its infrastructure already in place. For this reason it is considered a Developed Community for the purposes of Measure M. As a result, this element does not need to address certain infrastructure issues, such as fire, sheriff/police, and library facilities, required to be addressed by developing communities.

The Element is divided into three sections. Section I provides a statement of purpose and intent of the Element and presents an overview of growth management program requirements. Section II discusses issues specific to La Habra's needs towards implementation of the growth management programs. The goals, policies, and programs for the Element are provided in Section III.

C. Relationship to Other General Plan Components

A major goal of the Growth Management Element is to ensure that the planning, management, and implementation of traffic improvements are adequate to meet the current and projected needs of the City. While this goal is a high priority, it must be achieved while maintaining internal consistency among the other elements of the General Plan as required by State law. Therefore, the Growth Management (GM) Element does not replace or supersede any of the other General Plan elements; instead, the Element addresses, amplifies and supports traffic Level of Service (LOS) standards that are included in the other General Plan elements and establishes new standards where necessary. The Element also serves to augment development mitigation, development phasing and annual monitoring discussions in other General Plan elements.

The GM Element is implemented through various coordinated programs developed to support and carry out its goals, objectives and policies. In addition, this Element has been crafted to minimize duplication between Measure M and Congestion Management Program (CMP) requirements.

The GM Element is the most current expression of City growth management policies. Consequently, although there is a certain amount of overlap among the general plan elements, the GM Element is the key resource document for growth management concerns.

The GM Element incorporates various assumptions and issues discussed in the Housing, Circulation, Land Use, and Air Quality Elements of the General Plan. The relationship between these elements and the GM Element are briefly discussed below.

Housing

The implications of growth management approaches to resolving such regional issues as traffic congestion and worsening air quality would include effective policies to create more housing in job rich areas and, in turn, more jobs in housing rich areas. This Element, in effect, would foster and encourage housing opportunities where necessary to promote an effective jobs/housing balance policy. Such policy efforts will seek to promote and encourage housing opportunities consistent with the housing component mandate.

Circulation

Future increases in traffic volume on La Habra's street and road system will result in worsening traffic conditions. Traffic congestion on many of La Habra's regionally significant arterials will result from increasing through traffic whose trips that neither begin nor end in La Habra. Such impacts to the circulation system is directly correlated to growth as new development occurring in surrounding communities will result in additional demands on the existing transportation facilities. These demands on La Habra's transportation system will result in additional through trips that are not under the City's control. Efforts to maintain an efficient transportation system will require maintenance of level of service standards on La Habra's streets and roads as construction of new transportation facilities and improvements to existing facilities may be necessary as future demand for roadway capacity increases for future development occurring in La Habra and under the control of the City.

Land Use

Without efforts to mitigate future impacts from development projects, such growth will adversely affect the city's transportation system. Coordination between land use and transportation planning will play a greater role in identifying possible mitigations and ensuring greater consistency between land use and transportation needs on a regional scale.

Air Quality

Concern over the environmental impacts of growth and development has increased in recent years. The poor air quality in the South Coast Air Basin is a constant reminder of the effects of growth in Southern California. Since automobiles represent a major source of pollutants found in the Air Basin, efforts to curb or eliminate its use from the transportation system will have direct air quality benefits.

D. Definitions

For the purposes of this Element, the following terms are defined below:

1. "Capital Improvement Program" (CIP) shall mean a listing of capital projects needed to meet, maintain and improve a jurisdiction's adopted Traffic Level of Service and Performance Standards. The CIP shall include approved projects and an analysis of the costs of the proposed projects as well as a financial plan for providing the improvements.
2. "Comprehensive Phasing Program" (CPP) shall mean a road improvement and financing plan which responds to the level of service requirements in this Element. With regard to road improvements, a CPP must include level of service requirements and take into account measurable traffic impacts on the circulation system.
3. "Critical Movement" shall mean any of the conflicting through or turning movements at an intersection which determine the allocation of green signal time.
4. "Development Phasing Program" shall mean a program which establishes the requirement that building and grading permits shall be approved or issued in a manner that assures implementation of required transportation improvements. The City shall specify the order of improvements and the phasing of dwelling units based, at a minimum, on mitigation measures adopted in conjunction with environmental documentation and other relevant factors.
5. "Deficient Intersection Fund" shall mean a trust fund established to implement necessary improvements to existing intersections which do not meet the Traffic Level of Service Policy.
6. "Deficient Intersection List" shall mean a list of intersections that: 1) do not meet the Traffic Level of Service Policy for reasons that are beyond the control of the City (e.g., ramp metering effects, traffic generated outside the City's jurisdiction, etc.) and; 2) are not brought into compliance with the LOS standard in the most current Seven-Year Capital Improvement Program. Additional intersections may be added by the City to the deficient intersection list only as a result of conditions which are beyond the control of the City.
7. "Growth Management Areas (GMAs)" shall mean subregions of the County established by the Regional Advisory Planning Council to promote inter-jurisdictional coordination in addressing infrastructure concerns and in implementing needed improvements.
8. "Growth Management Element" shall mean the Growth Management Element of the City General Plan as required by the Revised Traffic Improvement and Growth Management Ordinance (Measure M).
9. "Level of Service" is a standard method of describing operating conditions based on comparison of street or intersection volumes to the theoretical capacity of the facility. On city streets, intersections are the critical locations where traffic capacity is most limited. The six Levels of Service, "A" through "F", describe conditions from best to worst, respectively.

10. "Local Transportation Authority" as currently designated by the Board of Supervisors shall mean the Orange County Transportation Authority.
11. All other terms shall be as defined in the City zoning code or the Circulation Element of La Habra's General Plan 2020 as of the date of adoption of this Element.

E. Implementation Process

While this GM Element provides a significant resource document for future growth management efforts, it is not the final action necessary to establish a comprehensive Growth Management Program for the City. Rather, the intent of the GM Element is to establish the basic policy framework in the General Plan for future implementing actions and programs.

A significant implementation work effort is required in order to accomplish the established goals and objectives of the GM Element. It is also recognized that a transitional period will exist between adoption of the GM Element and the subsequent development and approval of the implementing programs, such as the Development Phasing Program, which would balance building permit issuance with transportation improvements. The Element contains specific policies and presents programs for implementation that are responsive to Measure M requirements.

Privately initiated land use element amendments, zone changes and other discretionary projects considered after adoption of the Element will be specifically reviewed for consistency with the GM Element policies. A significant effort in the transportation planning process will be undertaken by the City in its involvement in the growth management areas (GMAs) established by the Regional Advisory Planning Committee. The purpose of the GMAs is to enable local jurisdictions to focus their mutual concerns, coordinate improvements and implement those improvements through the interjurisdictional (GMA) process. La Habra is located in GMA #1 which consists of seven cities, including Anaheim, Brea, Buena Park, Fullerton, La Habra, Placentia, and Yorba Linda and the County of Orange as shown in Exhibit A. City staff will work with the staff from other cities represented in GMA #1 to address the transportation issues identified by mutual consensus of the representatives from each city.

F. Related Plans and Programs

Many federal, state, regional, and Orange County plans and laws affect growth management in the City. Broadly, they include the Orange County Growth Management Plan, the Southern California Association of Governments (SCAG) Growth Management Plan, South Coast Air Quality Management Plan (AQMP), State Assembly Bill 471 (Proposition 111 - Congestion Management), and Measure M (Orange County). Of all of these measures, Measure M will have the most direct and significant impact upon the City's Growth Management Plan. Each of these plans and/or systems is described below.

Orange County Growth Management Plan Element

The stated purpose of the Orange County Growth Management Plan Element is to ensure that the planning, management, and implementation of traffic improvements and public facilities are adequate to meet the current and projected needs of Orange County. The Plan sets forth goals, objectives, policies, and implementation programs for growth management. The goals of the Plan are summarized as follows:

"...to reduce traffic congestion, ensure that adequate transportation facilities, public facilities, equipment and service are provided for existing and future residents and to protect the natural environment of Orange County."

The Plan establishes the following five major policies:

1. **Development Phasing:** Development will be phased according to Comprehensive Phasing Plans (CPPs) adopted by the County. Phasing will be linked to roadway and public facility capacities.
2. **Balanced Community Development:** Development will be balanced to encourage employment of local residents and both employment and employee housing, in the County generally as well as in individual Growth Management Areas (GMAs).
3. **Traffic Level of Service:** This policy requires development project sponsors to make improvements to intersections significantly impacted by the "projects". A Level of Service "D" must be attained at affected intersections. A "significant impact" is generally defined in terms of increases in intersection capacity utilization and levels of service. The policy also establishes a Deficient Intersections List and establishes a developer fee program to pay for improving affected intersections on a pro-rata basis.
4. **Traffic Improvement Programs:** The Plan provides for the establishment of comprehensive traffic improvement program to ensure that all new development provides necessary transportation facilities and intersection improvements as a condition of development approval.
5. **Public Facility Plans:** The Plan requires comprehensive public facility plans for fire, sheriff / police, and library services. New development shall participate on a pro-rata basis.

To implement its policies, the Plan sets forth four implementation programs. These include the following:

1. **Growth Management Areas (GMAs):** The Plan calls for the establishment of Growth Management Areas in order to implement the Comprehensive Phasing Plans.
2. **Facility Implementation Plans (FIPs):** These plans address the financing of transportation, police/sheriff, fire, library facilities and flood control for each GMA in accordance with the goals, objectives and policies of the Growth Management Plan Element.
3. **Countywide Implementation of Growth Management Plan:** This involves an annual evaluation of compliance with development phasing, planned roadway and/or public facility development, and maintenance of service levels.
4. **Traffic Improvement/Public Facility Development Agreements:** This program requires that any public service or traffic improvements implemented through Development Agreements must be consistent with the overall Orange County Growth Management Plan.

The Orange County Growth Management Plan Element further provides that additional implementation programs may be developed as deemed necessary by the County.

SCAG Growth Management Plan

The SCAG Growth Management Plan recommends ways to redirect the region's growth in order to minimize congestion and better protect the environment. While SCAG has no authority to mandate implementation of its Growth Management Plan, some of the Plan's principal goals (such as improved jobs/housing balance) are being implemented through the South Coast Air Quality Management Plan (AQMP) which the South Coast Air Quality Management District does have the authority to implement.

South Coast Air Quality Management Plan

The South Coast Air Quality Management Plan mandates a variety of measures to reduce traffic congestion and improve air quality, including the Regulation XV Commuter Program which requires employers of more than 100 persons to prepare trip reduction plans, and the requirement that each jurisdiction address Air Quality issues within its general plan. These and other measures are to be implemented gradually over several years. The City is subject to a variety of land use and transportation control measures as part of AQMP requirements for local jurisdictions.

Assembly Bill 471 (Proposition 111)

Assembly Bill (AB) 471, as subsequently modified by Assembly Bill 1791, requires every urbanized city and county with a population of 50,000 or more, to adopt a Congestion Management Plan (CMP) to reduce traffic congestion. A city or county which does not comply with the CMP requirement will lose gasoline sales tax revenues to which it would otherwise be entitled. La Habra has completed a CMP for its 1991 submittal, and will continue to work with the County on annual updates to the CMP.

The CMP requirements include traffic level of service (LOS) standards, a trip reduction program, and a seven-year capital improvements program for traffic and transit. Many of the AB 471 requirements are the same or similar to the requirements of Measure M (discussed below). The County has attempted to reconcile overlapping requirements through the Measure M implementation guidelines. (See Countywide Growth Management Program Revised Traffic Improvement and Growth Management Ordinance Implementation Manual).

Measure M

Orange County voters approved a measure (Measure M) in 1990 to allocate additional funds to provide needed transportation facilities in Orange County. Measure M specifically authorized a half cent retail sales tax increase for a period of 20 years effective April 1, 1991. The monies received from Measure M will be returned to local jurisdictions for use on local and regional transportation improvements and maintenance projects. The tax is estimated to raise approximately \$13.1 billion Countywide over the 20 years. The County of Orange is divided into eleven (11) GMA's and the City of La Habra is currently contained within GMA #1 along with cities or portions of Anaheim, Brea, Buena Park, Fullerton, Placentia, Yorba Linda, and the County of Orange. The estimated average annual allocation for GMA #1 is approximately \$721,083 (Exhibit B). In order to qualify for these revenues, however, Measure M requires each City to comply with the Orange County Division, League of

California Cities - Countywide Traffic Improvement and Growth Management Program which was included by reference in the Measure M ordinance. The Countywide Growth Management Program is designed to achieve a cooperative process among local Orange County jurisdictions to coordinate and implement traffic improvements and stronger planning on a Countywide basis.

In order to receive its allocation of Measure M funds, the City must submit a statement of compliance with the growth management components which are summarized as follows:

Adoption of a growth management element that includes:

- Traffic Level of Service (LOS) standards
- Development mitigation program
- Development phasing and annual monitoring program

Participation in interjurisdictional planning forums

Development of a 7-year Capital Improvement Program

Address housing options and job opportunities

Adoption of a Transportation Demand Management Ordinance

G. Planned Transportation Improvements

As the City of La Habra and the entire southern California region continues to grow, additional demands will be placed on the transportation network within the City. The following major transportation programs and projects have been identified from previous plans and projects as part of the La Habra General Plan 2020 to help alleviate future traffic congestion:

- Cooperation of circulation system improvements in the Imperial Highway Superstreet and Beach Boulevard Superstreet Projects,
- Construction of recommended transportation improvements identified within the Delta One Redevelopment Project Area as available funding permits,
- Construction of recommended transportation improvements identified from the La Habra Boulevard Specific Plan and the La Habra Hills Specific Plan projects,
- Coordination of circulation improvements with adjacent cities,
- Promotion of increased ridership through alternate means of travel such as expansion of public transit routes and increased participation in transportation demand management (TDM) programs; and
- Efficient utilization of existing roadway capacity through Transportation System Management (TSM) strategies.

II. GROWTH MANAGEMENT ISSUES, NEEDS, OPPORTUNITIES, AND CONSTRAINTS

The City of La Habra is part of a large metropolitan region. During the last decade or so, the pace of new development in this region has begun to outstrip the ability of infrastructure to adequately support that development. The Growth Management Element addresses primarily the issues associated with rapid growth, traffic congestion, and transportation facilities.

A. Traffic Congestion

Although a regional freeway does not exist in the City of La Habra, traffic congestion does remain a concern because of the several regionally significant arterials that interconnect between Orange and Los Angeles Counties that pass through La Habra. High volume, lack of a regional freeway, and the unique geographical location of La Habra bordered by hillsides to the north and to the south has contributed to worsening traffic conditions along these arterials. In particular, heavy traffic volumes in La Habra exist along Imperial Highway between Beach Boulevard and Harbor Boulevard, along Whittier Boulevard between Beach Boulevard and Harbor Boulevard, and along Lambert Road between Beach Boulevard and Palm Street. The majority of these trips are considered through traffic which does not begin nor end in La Habra. However, despite the rather developed and urban condition that surrounds La Habra and its adjacent cities in the Northwest region of Orange County, growth and development has continued largely through redevelopment and infill development throughout the region.

Since 1980, La Habra has seen increasing redevelopment along Imperial Highway. During that period, traffic volumes has increased by 34 percent. Despite the increasing intensity of development along Imperial Highway, the increase in traffic volumes and the worsening travel conditions cannot be attributed solely to such increased development activity. Imperial Highway is one of several arterials in La Habra that serves a significant amount of through traffic in the city as increasing growth and development occur in surrounding communities of Orange and Los Angeles Counties.

A significant portion of this growth will result in increased

Table 1

GROWTH MANAGEMENT FORECAST* NORTHWEST ORANGE COUNTY SUBREGION

	1984	2010	GROWTH 84-2010
POPULATION	1,425,200	1,670,900	245,700
HOUSING	506,000	634,300	128,300
EMPLOYMENT	680,200	1,136,400	456,200
JOBS/HOUSING RATIOS	1.34	1.79	3.56

* Based on SCAG's subregional GMA-1 (No Action Alternative) Baseline Projection of population, housing, and employment.

traffic generation that will neither end nor begin in La Habra. The Southern California Association of Governments' Projection '89 for 1984 to 2010 in Table 1 shows a 67 percent increase in employment in the Northwest Orange Subregion (Exhibit C) and a 25 percent increase in the residential development to the region. Despite these projections, La Habra is considered relatively job-poor and housing-rich in comparison to surrounding

communities located within the Northwest Orange Subregion. From the highly urbanized subregions monitored by SCAG which includes the Northwest Orange Subregion, Table 2 shows the percentage share of the subregional population and employment growth between 1984 and 2010 increased 32 percent and 57 percent, respectively. With increasing congestion on La Habra's regionally significant arterials, the need for adequate transportation facilities will become an increasing concern as traffic conditions worsen and deficient locations result.

**Table 2
GROWTH MANAGEMENT FORECAST
HIGHLY URBANIZED SUBREGIONS***

	1984	2010	GROWTH 84-2010
POPULATION	9,019,300	10,913,800	1,894,500
HOUSING	4,663,200	6,378,400	1,715,200
EMPLOYMENT	3,331,800	4,187,300	855,500
JOBS/HOUSING RATIOS	1.39	1.52	0.50

* Based on SCAG's subregional GMA-1 (No Action Alternative) Baseline Projection of population, housing, and employment.

1. Traffic Level of Service

Maintaining acceptable traffic operating conditions is a major goal of the La Habra General Plan. Level of Service D is the standard for La Habra's arterial roads and intersections under the sole control of the City. As several arterials with a state highways designation exist in La Habra, intersections along these arterials are exempt from LOS "D", as these intersections are not under the sole control of the City (Exhibit D). Table 3 lists the intersections which are exempt from the LOS "D" standard. As stated in the Countywide Growth Management Plan component of the ordinance, the traffic level of service policy is as follows, "The general target standard for each jurisdiction should be LOS (D) for intersections, but it is recognized that jurisdictions may establish a lower LOS standard for certain intersections in urbanized areas." However, intersections may be considered exempt, if the following conditions apply as stated in the traffic level of service policy section of the Model Growth Management Element and approved by the Regional Advisory Planning Council (RAPC) in April 1991 which follows: "Intersections exempt from the (traffic level of service requirements) include facilities under the jurisdiction of another City/County or the State or those included on the Deficient Intersection List established pursuant to this Element." Some of the intersections would be at LOS "D" or better without accounting for through traffic.

For many of La Habra's streets and intersections, a Level of Service D or better is achieved. With significant out of town traffic and increased subregional development activity, several intersections have shown increasing strain

and are identified to operate near a Level of Service E capacity during the AM or PM peak hours. Those intersections include the following:

- Beach Boulevard/Imperial Highway
- Imperial Highway/Harbor Boulevard
- La Habra Boulevard/Harbor Boulevard
- Whittier Boulevard/Harbor Boulevard

In the future, as increasing traffic from adjacent communities or reasons beyond the control of the City results in deficient intersections, such impacted intersections will be considered for listing on the Deficient Intersection List. Subsequently, the City may consider establishing a Deficient Intersection Fund Fee on all development contributing measurable impacts to intersections on the Deficient Intersection List. This fee, if determined necessary, shall be approved by the jurisdictions in GMA and locally administered as part of the City's Capital Improvement Program.

As increasing development continues to impact the transportation system, efforts to monitor future land use developments in La Habra and adjacent communities will become increasingly important to maintain the prosperity and a quality of life enjoyed by La Habra residents. For purposes of providing and ensuring a safe and efficient transportation system, the City will require new development to mitigate its impacts on La Habra's transportation system and monitor new developments along roadways that operate below a Level of Service "C". Additionally, the City of La Habra will continue to actively participate in the Interjurisdictional Planning Forums established as growth management areas to develop area wide solutions to regional transportation needs.

2. Congestion Management Program

With the passage of the gas tax increase (Proposition 111) in June 1990, came a requirement that each urbanized area in the state with a population of 50,000 or more adopt a Congestion Management Program (CMP). The ultimate goals of the Congestion Management Program are to reduce traffic congestion and to provide a mechanism for coordinating land use and development decisions.

The preparation and adoption of the CMP for Orange County is the responsibility of the Orange County Transportation Authority (OCTA) which represents the CMP Lead Agency for Orange County. As the countywide CMP is a composite of local agency submittals, each local jurisdiction must address and submit local CMP data concerning such CMP components as land use coordination, transportation demand management (TDM), level of service

Table 3
EXEMPT INTERSECTIONS
State Highways

Whittier Boulevard

Whittier Boulevard/Macy Street
Whittier Boulevard/Beach Boulevard
Whittier Boulevard/Hacienda Road
Whittier Boulevard/Idaho Street
Whittier Boulevard/Monte Vista Street
Whittier Boulevard/Walnut Street
Whittier Boulevard/Euclid Street
Whittier Boulevard/Cypress Street
Whittier Boulevard/Harbor Boulevard

Beach Boulevard

Beach Boulevard/Whittier Boulevard
Beach Boulevard/La Habra Boulevard
Beach Boulevard/Lambert Road
Beach Boulevard/Imperial Highway

Imperial Highway

Imperial Highway/Beach Boulevard
Imperial Highway/Idaho Street
Imperial Highway/Walnut Street
Imperial Highway/Euclid Street
Imperial Highway/Cypress Street
Imperial Highway/Harbor Boulevard

(LOS), LOS deficiency plans, capital improvement program, and annual monitoring and conformance. These components and the remaining component issues of transit service standards and transportation modeling addressed by OCTA and the County of Orange, respectively, are summarized as the following:

Land Use Coordination - This component is designed to establish a process to evaluate the impacts of proposed local land use decisions on the transportation system, including an estimate of the costs associated with mitigating those impacts.

Transportation Demand Management (TDM) - This component describes programs to promote alternatives to driving alone. This includes such things as carpools, vanpools, transit, bicycles and park-and-ride lots, and other strategies, including flexible work hours and parking management. **Transit Service Standards** - This component describes the transit coordination process, and identifies the frequency and routing of public transit, and for the coordination of transit service provided by the separate operators in Orange County.

Level of Service (LOS) - This component sets forth the adopted CMP Highway System and Level of Service Standard against which annual conformance will be evaluated. (Although certain intersections are considered exempt from LOS "D" standard for Measure M requirements, the Congestion Management Program (CMP) requires that a LOS standard be set at "E" or at the existing LOS, whichever is further from LOS "A" for any intersection or roadway segment on the CMP Highway System. The CMP Highway System includes Super Streets, State Highways, and Freeways-Super Streets Signalized Interchanges. La Habra has three intersections designated on the CMP Highway System. These intersections include:

- Beach Boulevard (SR39)/Imperial Highway (SR90 - Caltrans)
- Beach Boulevard (SR39)/Whittier Boulevard (SR90 - Caltrans)
- Imperial Highway (SR90)/Harbor Boulevard (Multiple Agency Controlled)

LOS Deficiency Plans - For those roads or intersections that do not meet LOS standards, this component identifies the cause of congestion, the improvements needed to solve the problem, and the cost and timing of the proposed improvements. (For CMP purposes, a deficient location exists when intersections/links on the CMPHS exceeds LOS "E" or the baseline level, if below E. Factors contributing to a deficiency such as inter-regional trips; construction, rehabilitation, or maintenance of facilities that impact the system; freeway ramp metering; traffic signal coordination; or trip originating from outside the county are excluded from determination of conformance with the level of service standards. If deficiency exists after adjustment for allowed exemptions, a deficiency plan must be prepared and adopted which addresses the following:

- (A) An analysis of the causes of the deficiency.
- (B) A list of improvements necessary to maintain the minimum LOS standards on the CMPHS and the estimated costs of the improvements.
- (C) A list of improvements, programs, or actions, and estimates of their costs, that will improve LOS on the CMPHS and improve air quality.
- (D) An action plan and implementation schedule.)

Capital Improvement Program - This component describes the CIP process and includes the comprehensive draft 7-year CIP. Projects included in the CIP are those which maintain and/or improve traffic conditions on the CMP Highway System or adjacent facilities which benefit the CMP Highway System.

Annual Monitoring and Conformance - This component describes the checklist monitoring process to be used each year in evaluating local CMP compliance.

Transportation Modeling - This component describes the development of a uniform data base on traffic impacts for use in the countywide transportation computer model. This component also includes provision for ensuring consistency in data input and modeling efforts for local jurisdictions to determine the quantitative impacts of development on the circulation system.

After the components are assembled from all local agencies and submitted as one document: the Orange County CMP by OCTA, the Southern California Association of Governments (SCAG) reviews the document for finding of consistency with the funding program requirements. Once SCAG issues its finding of consistency, local agencies are eligible to receive available CMP monies. For further information and discussion on CMP issues, please refer to previous section (I.F., "Related Plans and Programs") under "Assembly Bill 471 (Proposition 111)" or the Circulation Component (Section III) under "State Congestion Management Program."

3. Transportation Demand Management

Because of rapid growth and development, additional street facilities were often necessary to mitigate the impacts of increasing growth. As communities become more urban, transportation improvements may prove more difficult as the total improvement cost would include right-of-way acquisition which would account for the majority of the improvement cost alone. Thus, efforts to reduce traffic congestion has also promoted measures to increase utilization of existing and proposed facilities through Transportation Demand Management programs such as car pooling, van pooling, flex hours, and transit incentives. The City of La Habra has adopted such practices for Regulation XV compliance which requires employers in excess of 100 employees to implement TDM programs. The City program includes parking management, car pooling, telecommuting, bicycling facilities, and rideshare incentives to achieve the 1.5 average vehicle ridership (AVR) to comply with Regulation XV requirements. Other TDM efforts include the recently adopted TDM ordinance which applies to all future commercial development projects which would generate in excess of 100 employees to incorporate TDM facilities in their development proposals. Although TDM compliance efforts are applied to only new commercial developments, the City shall aid existing businesses who volunteer to participate in TDM programs.

Adoption of an Air Quality Element has also emphasized the importance of promoting and expanding TDM programs in its efforts to improve air quality as well as relieve traffic congestion. Implementation of transportation control measures (TCMs) in the Air Quality Element address efforts in trip reduction, mobile source emissions, and traffic flow improvements. Beyond compliance with Regulation XV requirements and promotion of TDM programs for new commercial developments, other city efforts to reduce vehicle trips include home occupation, mixed-use developments, and the availability of pedestrian and bicycle routes throughout the City. For further discussion regarding these programs and its impact on air quality, please refer to the Air Quality Element of the General Plan.

B. Adequate Transportation Facilities

As growth continues within the region, increasing demand will increasingly strain the existing roadway capacity of La Habra's streets and roads. Adequate transportation facilities are necessary to maintain a free flow of traffic and alleviate the increasing congestion on La Habra's street system. With the City 98 percent built out, future growth and traffic impacts will likely be the result of through traffic from increasing development occurring in adjacent cities. Largely in response to this situation, Orange County voters approved a measure (Measure M) in 1990 to allocate additional funds to provide needed transportation facilities. For cities considered to be mature and developed such as La Habra, this additional source of revenue will help to provide the funding for facilities needed to alleviate traffic congestion given little development funding is available to provide the necessary improvements.

To become eligible to receive local turnback funds from sales tax revenues collected for Measure M purposes, local agencies must prepare, adopt, and implement the following programs:

1. Development Mitigation

The City's development mitigation program has been established as a process in which all new development pays its share of the costs associated with that development. Participation in development mitigation shall be required of all new development projects. Development mitigation requirements are identified in the project review and approval process. Development mitigation will also be coordinated through interjurisdictional forums as appropriate to determine fees for growth management areas where improvements are necessary to benefit an area larger than the development site and/or extending outside of the City's boundaries.

2. Development Phasing

A development phasing plan is required for all new development projects. The City's development phasing program is established to ensure that mitigation requirements are satisfied as development proceeds so that balance between public facilities and demand continues. The phasing program for new developments shall provide a reasonable lead time to design and construct specific transportation improvements for approved development projects. The City will establish a three year time frame as a guideline for the design and construction of required transportation improvements. The three year time frame shall be from the issuance of the first building permit for the project. The time frame for completion of project related improvements shall be incorporated into the phasing program for project approvals in conformance with current City procedures.

3. Annual Monitoring

The City's annual performance monitoring program is intended to provide an annual evaluation of its development phasing plans. This program will review and evaluate the implementation of phasing plans which reflect conditions of approval for traffic improvements required as mitigation measures for the project. The monitoring program is intended to ensure that road improvements or funding were actually provided as required in order to determine whether development may continue. If the improvements or funding required have not been provided, development shall be deferred until compliance with the provisions of this program are achieved.

The monitoring program shall include an annual review of new development projects until all required improvements have been constructed. Traffic related mitigation requirements such as traffic demand management programs shall be continued in conformance with the provisions of project approved programs.

C. Interjurisdictional Coordination/Cooperation

Traffic congestion in La Habra is rapidly becoming a regional as well as a local problem. The development which occurs in neighboring jurisdictions and throughout the County has effects upon many of the major arterials that traverse the City of La Habra. Thus, the City cannot fully address growth management issues in isolation from other jurisdictions. The City currently does not have any interjurisdictional agreements with adjacent cities. However, an opportunity to discuss mutual traffic issues and coordinate regional transportation improvements is pursued by participating cities at interjurisdictional forums as part of Measure M's Growth Management Areas. Of the eleven growth management areas countywide, La Habra is located within GMA #1 among cities of Anaheim, Brea, Buena Park, Fullerton, Placentia, Yorba Linda, and the County of Orange (Exhibit A). Each year, a priority list of projects, reached by consensus from participating cities, shall be submitted to the Orange County Local Transportation Authority for funding approval. The interjurisdictional forum will convene on a quarterly basis to address transportation issues of mutual concern to representatives from each city. Such efforts demonstrate the need to provide a safe and efficient transportation system that would balance the future land use and transportation needs within the City of La Habra as well as participate in the broader transportation impact mitigation for the region.

The City currently participates in the North Orange County Interjurisdictional Forum, which was established in accordance with the growth Management areas adopted by the RAPC. In addition, the City has also routinely participated with an informal interjurisdictional cooperative with Los Angeles County cities of La Mirada, Whittier, and La Habra Heights. These planning forums are intended to address regional issues such as cumulative traffic impacts and to coordinate improvements in transportation facilities.

D. Jobs/Housing Balance

One of the major causes of traffic congestion is land use patterns that hinder the ability of people to live and work in the same area. Long commutes can overburden traffic infrastructure and diminish quality of life. Creating communities where people can both live and work in relatively close proximity shortens commutes and encourages the use of alternative forms of transportation to and from employment. The long term effects of these efforts would improve our air quality, lessen infrastructure needs, and reduce traffic congestion. Such goals are seen in the Southern California Association of Governments' (SCAG) efforts to implement a Regional Growth Management Plan (GMP) that would create a better balance of future jobs and housing within subregional areas. For the City of La Habra, the Northwest Orange County subregion is considered balanced as most of the growth in this area is due to infill, redevelopment, and recycling. This subregion will remain balanced despite Orange County Projections (OCP-88) forecasts that employment will increase considerably more than housing in this area over the next 20 years. For the future, the expected growth in housing is discussed in the Regional Housing Needs Assessment contained within the Housing Element of the General Plan.

III. GOALS AND POLICIES

GOALS

- G-A Support regional transportation and growth management plans to conserve energy and improve air quality as appropriate and beneficial to the public welfare of the city and adjacent communities.
- G-B Promote alternate modes of transportation and overall system efficiency by maximizing use of existing transportation networks and developing new modes.
- G-C Promote convenient and effective alternatives to single occupant vehicles to reduce traffic congestion, conserve energy, and contribute to clean air.
- G-D To support a local arterial highway network which compliments the countywide roadway component to achieve a balanced transportation system.
- G-E Reduce traffic congestion.
- G-F Ensure that adequate transportation and public facilities are provided for existing and future residents of the city. These goals shall be accomplished through implementation of the policies and programs set forth in this element.

POLICIES

LEVEL OF SERVICE (LOS)

- G-1 Level of Service: For health, safety and general welfare, provide adequate levels of traffic service throughout the City consistent with Land Use goals and policies. The following LOS shall be maintained for intersections under the sole control of the City. Intersections exempt from the following LOS standards include those facilities located under the jurisdiction of another City or the State or those included on the Deficient Intersection List established by a GMA in which the City participates.

Achievement of the adopted levels of service standard and implementation of exacted transportation improvements shall take into consideration extraordinary transportation circumstances which may impact identified intersections and/or timing of the required improvements. An example of an extraordinary circumstance would be when arterial roadways serve as substitute freeway access (thus impacting LOS performance) while planning and construction of additional freeway improvements are underway.

Level of Service (LOS) will be measured by the Traffic Level of Service Implementation Manual established by the Local Transportation Authority.

- a. State Highways. Intersections along State Highways are considered exempt from the Level of Service "D" as listed below:
- o Beach Boulevard (SR39)/Imperial Highway (SR90 - Caltrans)
 - o Beach Boulevard (SR39)/Whittier Boulevard (SR72 - Caltrans)
 - o Beach Boulevard (SR39)/La Habra Boulevard
 - o Beach Boulevard (SR39)/Lambert Road
 - o Imperial Highway (SR90)/Harbor Boulevard (Multiple Agency Controlled)
 - o Imperial Highway (SR90)/Cypress Street
 - o Imperial Highway (SR90)/Euclid Street
 - o Imperial Highway (SR90)/Walnut Street
 - o Imperial Highway (SR90)/Idaho Street
 - o Whittier Boulevard (SR72)/Harbor Boulevard
 - o Whittier Boulevard (SR72)/Cypress Street
 - o Whittier Boulevard (SR72)/Euclid Street
 - o Whittier Boulevard (SR72)/Walnut Street
 - o Whittier Boulevard (SR72)/Monte Vista Street
 - o Whittier Boulevard (SR72)/Idaho Street
 - o Whittier Boulevard (SR72)/Hacienda Street
 - o Whittier Boulevard (SR72)/Macy Street
- b. Other Roads. Level of Service "D" or better shall be maintained on remaining local arterial streets and intersections.

- G-2 Deficient Intersection List. All development contributing measurable impacts to intersections on the Deficient Intersection List be assessed a mitigation fee. This fee will be determined by the jurisdictions in the GMA and locally administered as part of the City's Capital Improvement Program.
- G-3 New Development. To establish traffic performance standards for new development to ensure that current levels of service are maintained or improved. In order to achieve LOS "D", it shall be the City's policy that within three years of the issuance of the first building permit for a development project, the necessary improvements to the transportation facilities identified as adversely impacted, shall be completed.

DEVELOPMENT MITIGATION

- G-4 Development Mitigation. All new development pay its share of the costs associated with that development including regional traffic mitigation.
- G-5 Traffic Impact Mitigation Fee. Impose a traffic impact mitigation fee for improvements within its boundaries and to work with other jurisdictions through Inter-Jurisdictional Planning Forums to determine minimally acceptable impact fee levels for application with the GMAs.
- G-6 Developer Funding. New Measure M sales tax revenues shall not be used to replace private developer funding which has been committed for any project or normal subdivision obligations.

- G-7 Deficient Intersection Fund. A Deficient Intersection Fund shall be established by the City to make improvements on those intersections identified by the GMA as necessary to achieve the LOS standard established in this Element.

DEVELOPMENT PHASING

- G-8 Development Phasing Program. Development shall be phased in accordance with any applicable Development Phasing Program (DPP) adopted by the City.
- G-9 Development Phasing. Such DPPs shall include development phasing plans which establish both a phasing allocation of development commensurate with roadway capacities and an overall build-out development plan which can be supported by implementation of the planned infrastructure system.
- G-10 Development Review. Development phasing for new projects shall be a component of the development review and entitlement process and shall be approved prior to issuance of building and grading permits.

ANNUAL MONITORING

- G-11 Annual Monitoring. The City shall monitor the implementation of the development phasing program for each of its new development projects on an annual basis and prepare a report which indicates the status of development approval and the required traffic improvements and the relationship between them.

JOBS/HOUSING BALANCE

- G-12 Balance of Land Uses. Recognizing the constraints of existing physical development characteristics (La Habra is 99 percent built out), it is the City's policy to strive toward achieving a balance of land uses where by residential, commercial, and public land uses are proportionally balanced.
- G-13 Reduction in Vehicle Miles Traveled. Foster a better balance of jobs and housing and attempt to reduce the length of commuter trips through careful planning.

OTHER ISSUES

- G-14 Transportation Demand Management (TDM). Increase participation in transportation demand management (TDM) programs both in public and private sector and develop a circulation system which facilitates and complements transportation system management programs.
- G-15 Regional Coordination. To cooperate and participate with regional, county, and surrounding cities' efforts to develop an efficient regional transportation system.
- G-16 Interjurisdictional Planning Forums. The City of La Habra shall participate in interjurisdictional planning forums within its established Growth Management Area (GMA) as adopted by the Regional Advisory Planning Council (RAPC).

- G-17 Master Plan of Arterial Highways (MPAH). To implement and maintain a circulation system that is consistent with the County Master Plan of Arterial Highways.
- G-18 Local Needs. To plan, develop, and implement a circulation system that guides development and reflects the local needs of the circulation system.
- G-19 Capital Improvement Program. A seven year capital improvement program shall be adopted and maintained in conformance with the provisions of Measure M for the purpose of maintaining the levels of service established in this Element.
- G-20 Transit Accessibility. Encourage and provide accessibility to everyone including the elderly, handicapped, and transit dependent.

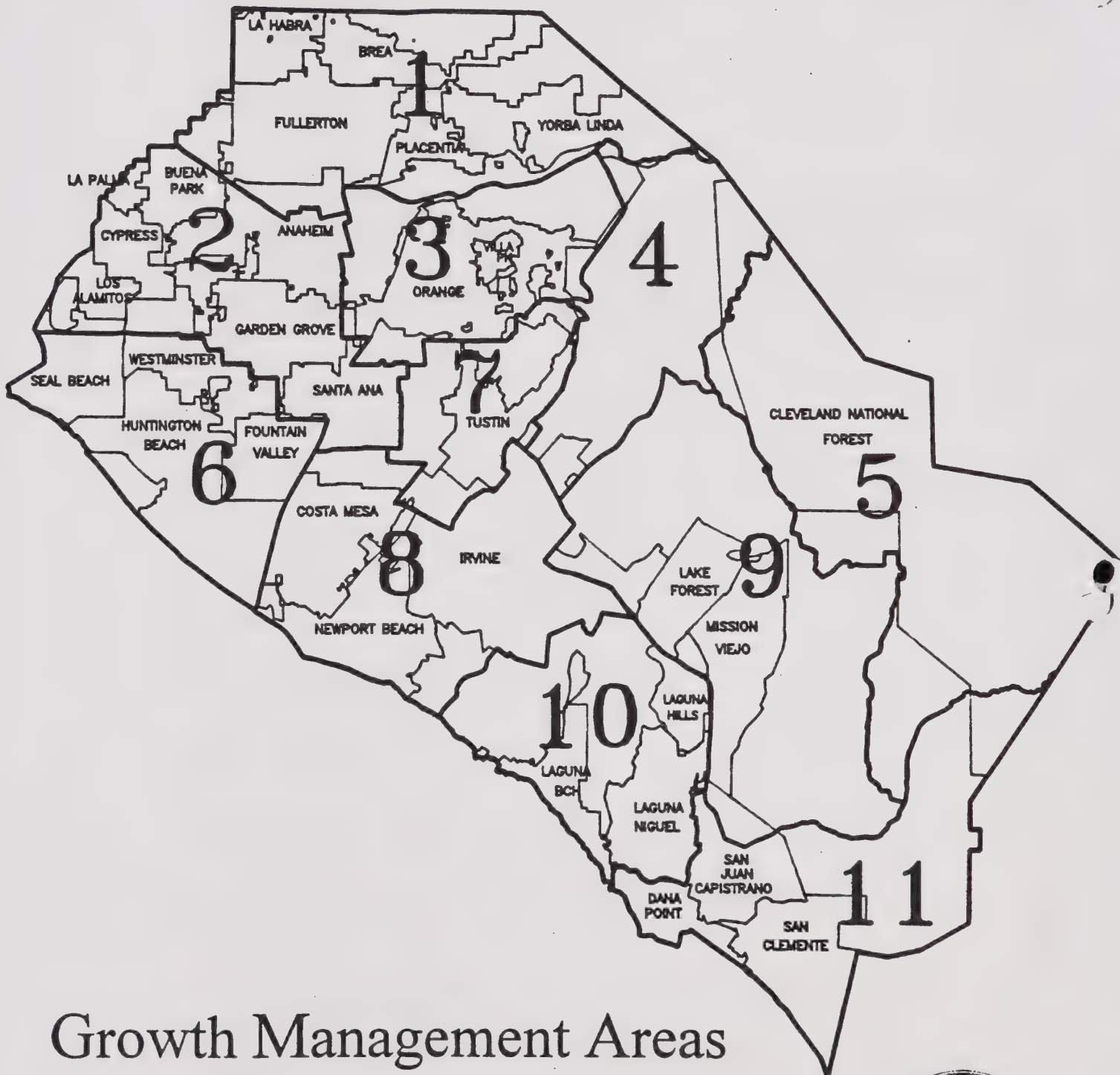
IMPLEMENTATION PROGRAMS

- G-a Growth Management. Develop a Growth Management Plan.
- G-b Interjurisdictional Coordination. Participate in the cooperative planning efforts with local jurisdictions with the City subregion to regional impacts.
- G-c Transportation Control Measures. Support the South Coast Air Quality Management Plan through acceptable transportation modifications.
- G-d Promote Jobs/Housing Balance. Achieve jobs/housing balance by increasing job opportunities.
- G-e Transit Programs. Expand and promote transit opportunities and accessibility by: 1) supporting and participating with OCTD Dial-a-Ride in providing transportation assistance to senior citizens and the handicapped; 2) requiring alternate modes of transportation for new low cost housing and senior citizen development projects; 3) working effectively with the Orange County Transit District and other transit agencies to assess City public transportation needs and to assure delivery of public transportation when and where it is needed; and 4) requiring the adaptation and use of all pedestrian circulation systems by the handicapped persons through the design standards and implementation of projects that recognize their need and increase their access to facilities and services.
- G-f Development Mitigation Program. Require a locally collected and administered traffic mitigation fee to guarantee that new development pays its fair share toward dealing with traffic generated by the new development. Within twelve months of the adoption of this Element, a Development Mitigation Program shall be established to require that all new development pays its share of the costs associated with that development. Participation shall be on a pro-rata basis and be required of all development projects except where an increased level of participation exceeding these requirements is established through negotiated legal mechanisms. The Program will be coordinated through Inter-Jurisdictional Planning Forums in order to determine minimally acceptable impact fees for application within GMAs. The City may elect to use existing traffic mitigation fee programs to receive credit with regard to the GMA base level fee.

- G-g Development Phasing Program. Implement a development phasing program to ensure that level of service is maintained as new development comes on line. Within twelve months of the adoption of this Element, the City shall provide a Development Phasing Program (DPP). The DPP shall contain a development phasing component to ensure that infrastructure is added as development proceeds so that the provision of road improvements is in balance with demand. The Program shall provide reasonable lead time to design and construct specific transportation improvements.
- G-h Performance Monitoring Program. Within twelve months of the adoption of this Element, a Performance Monitoring Program shall be established to provide an annual evaluation of compliance with development phasing allocations established pursuant to Section II.B.2. of this Element. This program will also ensure that road improvements or funding are actually provided in order for development to continue. If the improvements/funding are not provided, development shall be deferred until compliance with the provisions of this program are achieved. In addition, the Performance Monitoring Program will provide an annual evaluation of the maintenance of transportation service levels. Annual traffic reports provided under this Program shall utilize data collected within three (3) months of preparation of the report but not within the time period of June through August and November 15 through January 5. In the event that the Performance Monitoring Program identifies one or more service level deficiencies, measures shall be implemented to correct identified deficiencies.
- G-i Monitor Development Impacts. Monitor new development along roadway links that operate below Level of Service "C".
- G-j Bicycle Parking Allocation. Require that a percentage of required parking spaces in new developments be set aside for bicycles.
- G-k Expansion of Bicycle Route System. Maintain and extend where and when feasible, the bicycle systems which exist throughout the City.
- G-l Capital Improvement Program. Adopt and maintain a seven year capital improvement program in conformance with the provisions of Measure M for the purpose of maintaining the levels of service established in this Element.
- G-m TDM Program. In conjunction with employers, the City shall continue to implement a transportation demand management program designed to:
- a. Provide assistance to local businesses interested in developing transportation management systems.
 - b. Promote and encourage ridesharing activities, including such programs as preferential parking, park and ride lots, in-vehicle driver information, operation improvements, flexible working hours, and other traffic reduction strategies.
 - c. Promote traffic reduction strategies through the measures adopted by ordinance in its Transportation Demand Management Plan.

- G-n MPAH Consistency. Develop a local master plan of arterial highways consistent with the Orange County Master Plan of Arterial Highways.
- G-o Community Development Programs. Implement the programs of the La Habra General Plan 2020 Community Development Plan.

EXHIBIT A



Growth Management Areas

Orange County, California



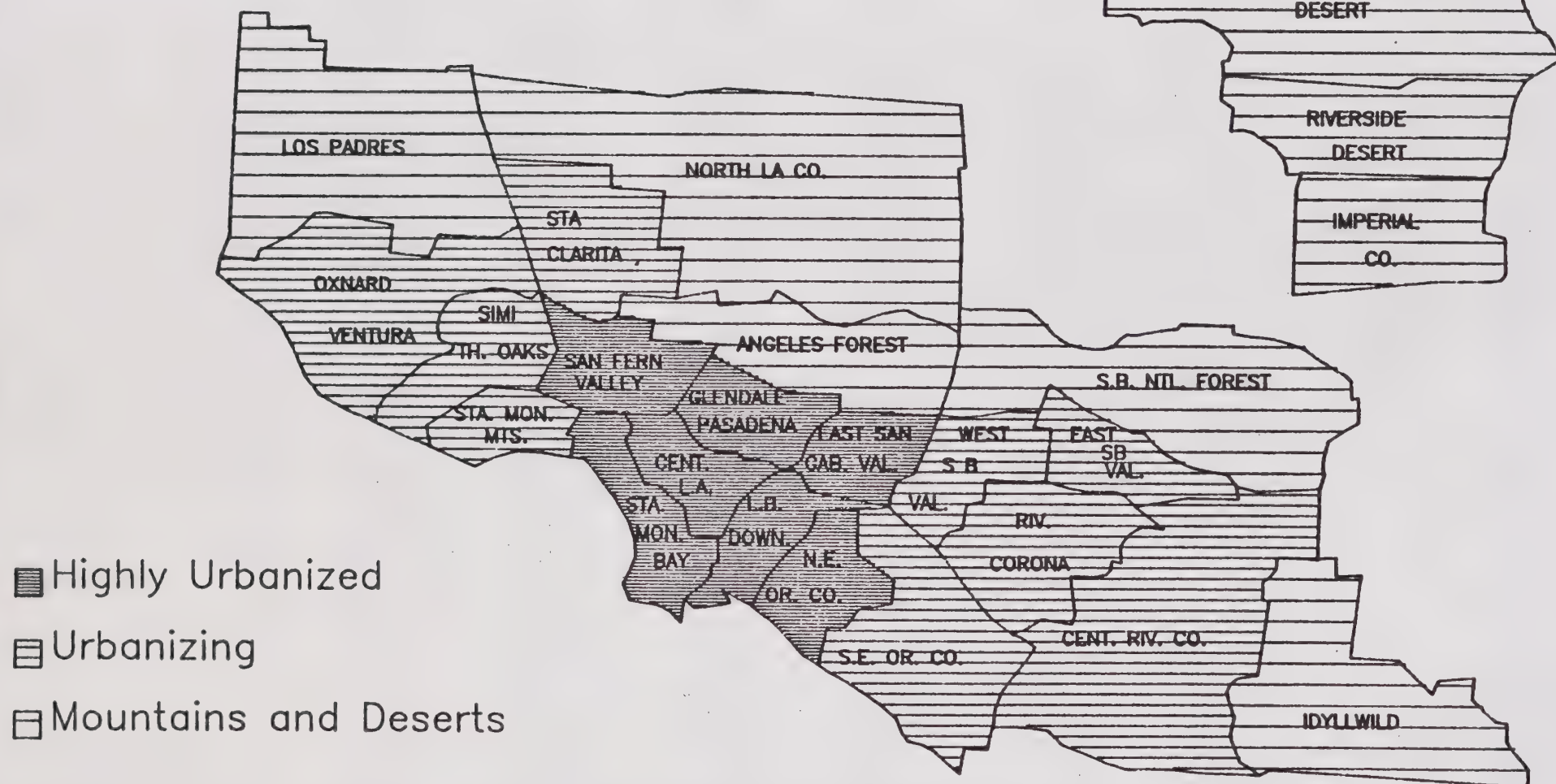
Source: Orange County Environmental Management Agency

City of La Habra
Planning Department

Growth Management Areas Programs
Funding "Targets"
(FY 1992-93 to 1996-97)

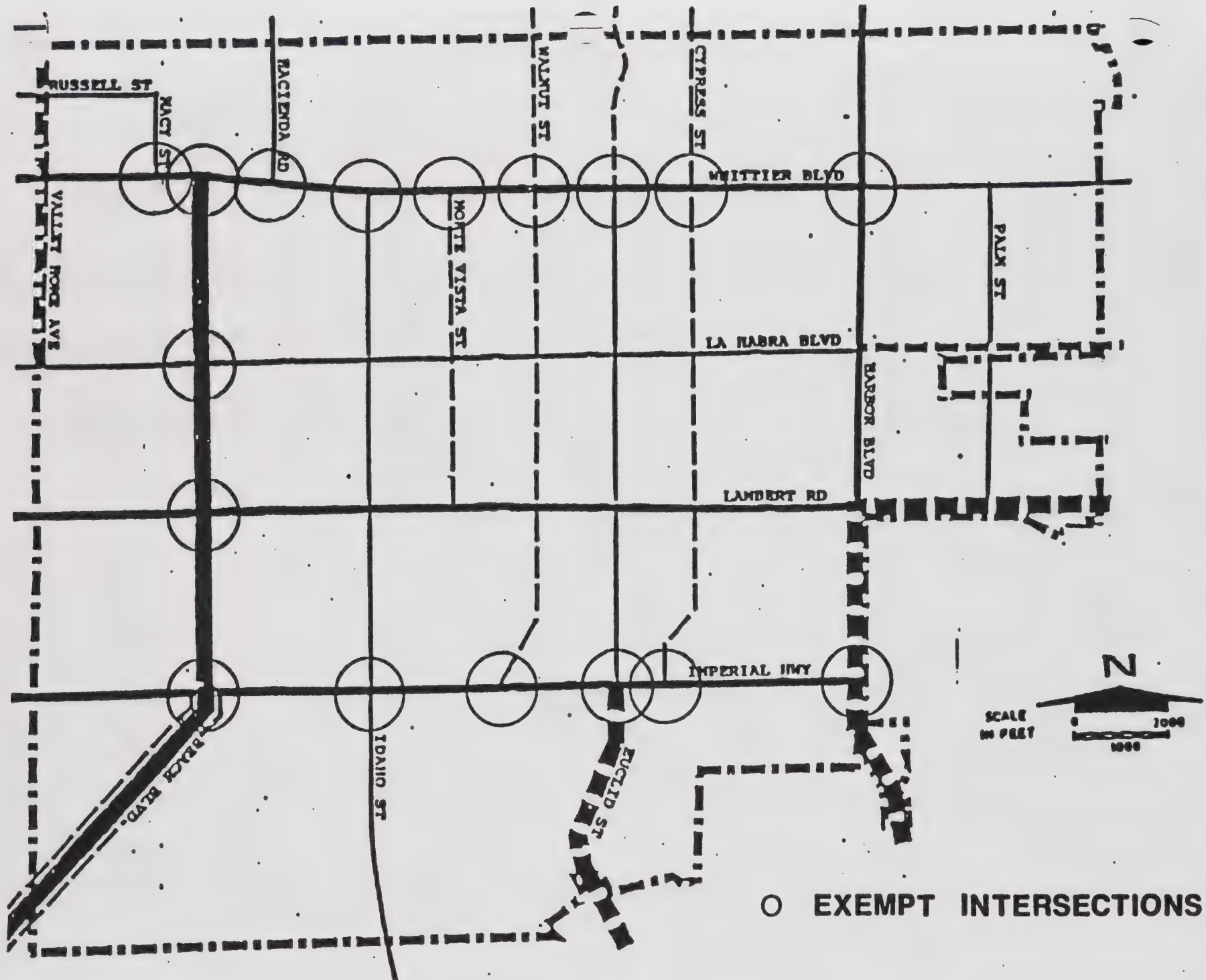
GMA #	Total MPAH Lane Mileage	Percent of Total Mileage	Estimated Annual "Target"	Estimated 5 - year "Target"
1	1,008.64	14.42	\$721,083	\$3,605,417
2	1,127.54	16.12	\$806,086	\$4,030,429
3	644.96	9.22	\$461,086	\$2,305,431
4	213.15	3.05	\$152,382	\$761,912
5	55.21	0.79	\$39,470	\$197,350
6	895.60	12.81	\$640,270	\$3,201,352
7	527.29	7.54	\$376,963	\$1,884,816
8	960.08	13.73	\$686,368	\$3,431,838
9	729.80	10.43	\$521,739	\$2,608,694
10	480.18	6.87	\$343,284	\$1,716,419
11	351.47	5.03	\$251,268	\$1,256,341
TOTAL	6,993.92	100.00	\$5,000,000	\$24,999,999

SUBREGIONAL AREAS

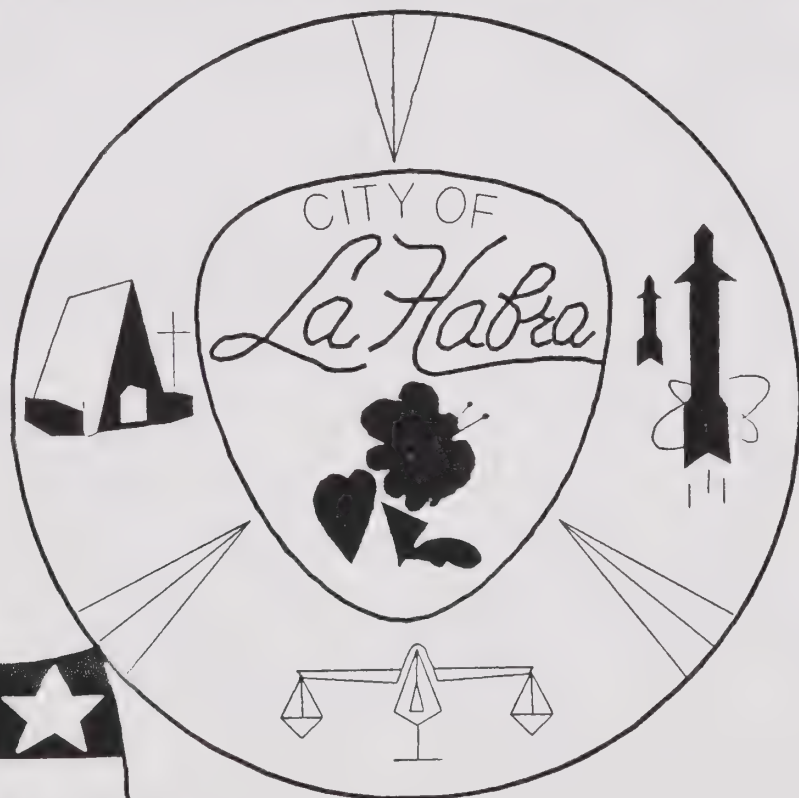


Source: Southern California Association of Governments (SCAG)

EXHIBIT D



**The La Habra
General Plan 2020
Final
Environmental Impact Report**



EIR 89-02

SCH 90010249

**LA HABRA 2020 GENERAL PLAN
FINAL
ENVIRONMENTAL IMPACT REPORT**

CITY OF LA HABRA

JULY 1990

CITY MANAGER

Lee Risner

CITY COUNCIL

**Beth Graham, Mayor
John C. Holmberg, Mayor Pro Tem
Douglas Bystry, Councilman
James H. Flora, Councilman
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I. INTRODUCTION

I.

INTRODUCTION

A. PURPOSE

The purpose of this Environmental Impact Report (EIR) is to evaluate the impacts associated with the revision of the City of La Habra General Plan, to present measures to mitigate the effects of adverse impacts, and to describe the relative merits of alternatives to the recommended General Plan. The revision of land use policies and additional development beyond that which currently exists may significantly alter the physical environment. The information contained in this report, then, is intended to aid decision makers as they objectively review the proposed General Plan.

B. LEGISLATIVE AUTHORITY

According to the California Environmental Quality Act (CEQA) of 1970, as amended (Public Resources Code, Section 21000 et seq.), EIRs must be prepared and reviewed for "projects" where possible environmental effects may occur. Under the provisions of CEQA, the revision and adoption of a General Plan is determined to be a project. The City of La Habra is the designated lead agency for this project and has the authority to conduct the preparation of the EIR.

As the proposed Plan cannot accurately predict the developments that may actually occur once the General Plan is adopted, the EIR may only describe general environmental impacts that may result from the implementation of the General Plan. Individual development projects will be assessed for their environmental impacts and for consistency with this document in compliance with CEQA.

The EIR document contains an Alternative section that describes alternatives that were considered and their relative effects. The option of making no changes to the presently adopted General Plan is the "No Project" alternative. This means that decision makers are provided the opportunity to compare the impacts associated with existing conditions, the proposed General Plan and the current General Plan.

C. PROJECT LOCATION

1. Location

The City of La Habra is located in the northwest corner of Orange County bordering on the Orange-Los Angeles County border line. It is immediately adjacent to the cities of Whittier, La Habra Heights and La Mirada on the west and north, Brea and Fullerton to the east, and Fullerton to the south. The regional location of La Habra relative to Orange County and other nearby counties and communities is depicted in Figure 1.

The Planning area, shown in Figure 2, consists of La Habra's Sphere of Influence which has been established by the Local Agency Formation Commission (LAFCO). The sphere includes the city limits of La Habra, a number of small county islands (less than a dozen areas) which are entirely surrounded by the City of La Habra. The total planning area covers approximately 7.3 square miles (4,672 acres).

2. Project Characteristics

The proposed project is the 1990 General Plan for the City of La Habra "known as La Habra General Plan 2020" which revises and consolidates all previously adopted elements into a common format. Since 1972, the City has adopted several elements in recognition of local needs and changing planning law requirements. As of 1990, the General Plan was comprised of several individual and unrelated documents. Because these elements were adopted over an 18 year period, the format, structure and technical quality of each element differs.

The La Habra General Plan 2020 will not consist of separate elements in the traditional sense but has been organized into a new format. This is possible because of the inter-related nature of the requirements and data of the various elements. This new format will contain all the mandatory requirements for general plans, as established in the California



Environmental Impact Report



Project Location

GENERAL PLAN 2020

City of La Habra

Environmental Impact Report

La Habra General Plan 2020

Government Code Section 65302 plus several optional elements which have been included to provide for the local needs of La Habra. The plan is divided into two documents, they are the POLICY GUIDE and the BACKGROUND REPORT.

The POLICY GUIDE is a brief and succinct compilation of findings and needs with long term goals, policies and implementation programs. It is a document compilation of inter-related actions to govern the physical and environmental development of the City. It is designed to assist the administrative and legislative decision makers with an overview and ready reference for making planning decisions on a day to day basis.

The BACKGROUND REPORT contains all the supporting data and analysis which form the basis for the facts and conclusions used in establishing the Goals and Policies of the Plan. It is organized in the same manner as the Policy Guide so that the support data can be easily found when needed.

The information in these documents have been arranged into three highly integrated topic areas with subsections within these topic areas as follows:

1. ENVIRONMENTAL MANAGEMENT
 - A. Natural Environment
 1. Open Space
 2. Conservation
 - B. Health and Safety
 1. Safety
 2. Noise
2. COMMUNITY DEVELOPMENT
 - A. Economic Development
 - B. Land Use/Circulation
 - C. Housing
3. REGIONAL ISSUES (Future optional Elements)
 - A. Air Quality
 - B. Transportation/Growth Management

The purpose of the ENVIRONMENTAL MANAGEMENT PLAN is to provide decision-makers and citizens of the City, the data regarding existing conditions and trends relating to the management of the City's environment. This document will combine the existing data of the previously adopted Seismic Safety, Safety and Noise Elements with the previously adopted

Environmental Management Plan which combined the Conservation and Open Space Elements of the General Plan. The first part of the Environmental Management Plan deals with the natural environment and covers Open Space and Conservation issues.

The Open Space and Conservation Elements provides an inventory of open space areas for the following purposes: managed production of resources; outdoor recreation; public health and safety; and preservation of natural resources.

Part two of the ENVIRONMENTAL MANAGEMENT PLAN deals with health and safety and will cover the noise and safety issues.

The Noise Element provides information on current and future noise levels in the City. This information is used to identify the most suitable locations for various land uses, especially those that are particularly sensitive to noise impacts. The Noise Element also facilitates the enforcement of standards and codes and, thereby, serves to protect the health and welfare of the persons living and working in La Habra.

The Safety Element establishes information and guidelines to protect the La Habra community from any unreasonable risks due to geologic and fire hazards. The Safety Element establishes development standards for those areas identified as having geologic or fire hazards. The Seismic Element has been incorporated into the Safety Element.

The purpose of the COMMUNITY DEVELOPMENT PLAN is to provide decision-makers and citizens of the City the data regarding the existing conditions and trends relating to land use and development issues. This section comprises the previously adopted Land Use/Circulation Elements, the 1989-1994 Housing Element and includes the optional Economic Development Plan.

The Economic Development Element is not required by State Planning Law but has been included as a part of the Community Development Plan in an effort to improve the City's economic balance and improve the well being of the community as a whole; its residents, businesses, and investors.

The Land Use and Circulation Element establishes guidelines for the public and private uses of land, including residential; industrial; open space, parks and recreation; and public facilities and buildings. The element explains these land use categories and, in text and map form, identifies their location. The element also establishes a plan for the achievement of a transportation system which provides, to the extent possible, for safe efficient intra and inter-City

movement of motor vehicles. The circulation/transportation system is designed to meet the facility demands generated by planned land uses.

The Housing Element describes how well the current and future housing supply meets the needs of La Habra's residents. The element deals with the physical condition of housing; financial assistance needs of resident households; need for new housing construction; improving upon the City's role in housing; and achieving equal housing opportunity.

The third triad of the General Plan provides decision-makers and citizens of the City, the data regarding existing conditions and trends affecting La Habra on a regional basis. The Air Quality, Transportation and Growth Management Elements will assist in the planning and growth of La Habra within a regional perspective.

D. Goals, Policies and Objectives

Each of the mandated and optional elements includes a statement of goals and policies. The major General Plan goals are listed below:

1. Achieve a balanced community with land uses which meet the needs of La Habra's neighborhoods, the entire community and regional employment, shopping and housing needs.
2. To protect and encourage the conservation of natural resources within the City including both natural and man-made open space for the welfare and enhancement of the quality of life through recreation for all residents.
3. Maintain, enhance and develop the urban residential environment with appropriate types and distribution of land uses which balance and maintain a high quality of life for all of its residents.
4. To promote adequate housing developed by the private sector to meet the economic, social and transportation needs of all residents; which best utilizes existing community facilities and structures; which minimizes the environmental hazards and incompatible land uses; and which enhances the quality of life in residential neighborhoods.
5. Maintain and conserve exiting housing in the community in a decent safe and sanitary condition in each neighborhood; protect the quality of life in each neighborhood from encroachment of other uses or environmental hazards; and maintain the public facilities and services.

6. Support regional transportation and growth management plans to conserve energy, and improve the air quality as appropriate and beneficial to the public welfare of the City and adjacent communities.
7. Protect the public health and welfare of the community through identification and control of hazardous conditions within the City.
8. Provide a safe and healthful environment for the La Habra community.
9. Minimize the potential for loss of life and property in the event of a seismic event.
10. Minimize noise impacts to the people who live and work in La Habra.
11. Reduce the amount of solid waste generated by the City sent to landfills by 50 percent by the year 2000.

E. Implementation Measures

Each element also contains a detailed list of program objectives and measures to assist in the achievement of goals and policies. The major implementation programs and measures are listed below:

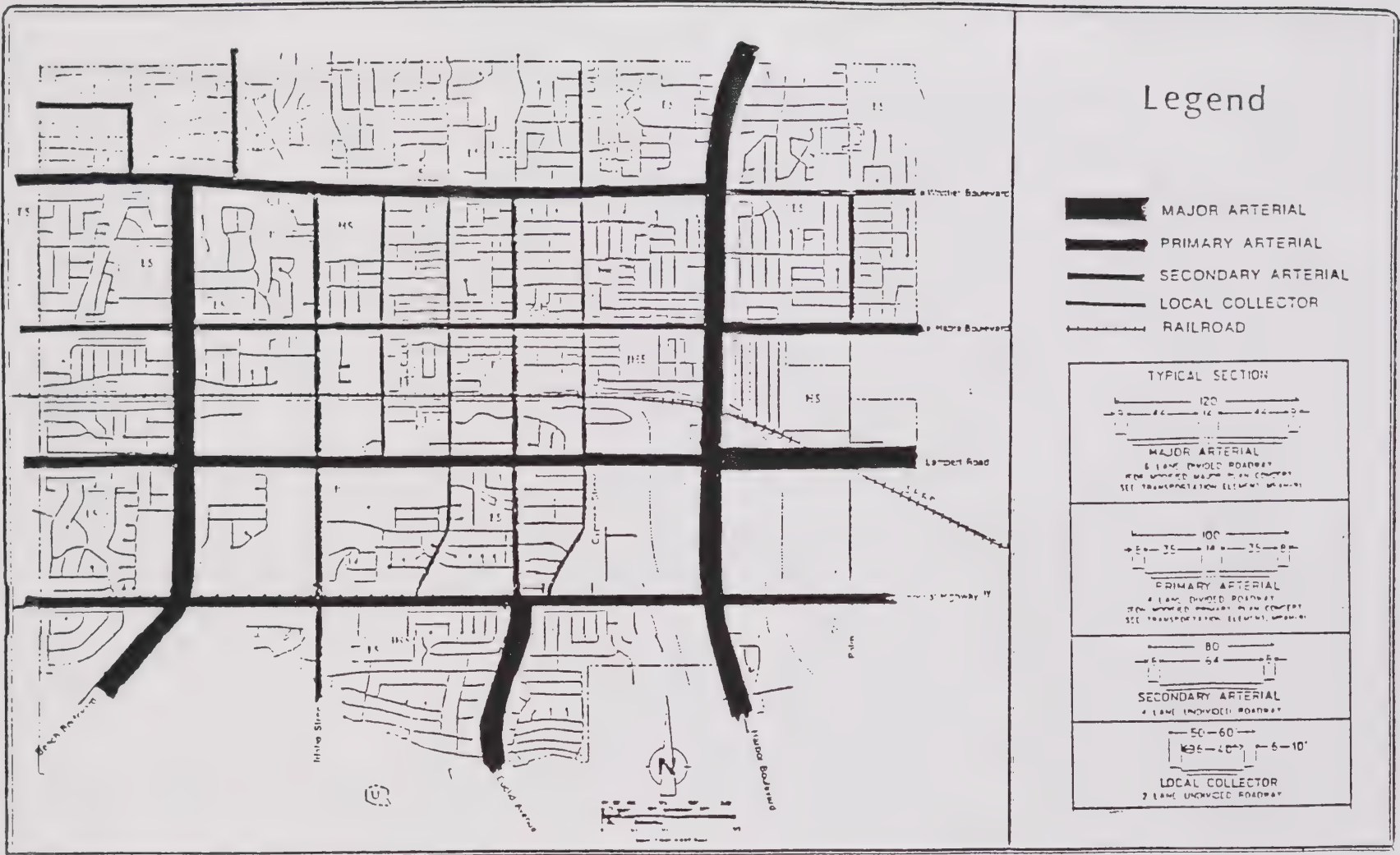
1. Encourage the utilization of energy efficient architectural and landscape design concepts which will reduce the demand for energy.
2. Require that all specific plans and projects of significance address and make provisions for adequate amounts of private and or public open space and landscaping that is sensitive to retaining the character of the natural environment.
3. The City's land use controls shall be strictly enforced for all development occurring within the planning area. The project must meet all applicable development standards and requirements established for the designated zones, including the regulation of permitted uses, building heights, setbacks, landscaping and other measures to ensure compatibility with existing land uses.
4. Continue to implement an integrated strategy for the development of new housing, commercial activities, provisions of public activities and creation of employment opportunities.

5. Implement through the Housing Element and Land use components, a comprehensive set of strategies to produce job/housing balance.
6. Participate in the cooperative planning efforts with local jurisdictions within the approved City subregion to resolve regional impacts.
7. Encourage the orderly development and expansion of commercial and industrial uses based upon current conditions and future projects to achieve a better job/housing balance.
8. Assist where possible in the development of affordable housing.
9. Federal, State and Local codes and ordinances regulating fire safety, hazardous housing, and inferior building conditions will be enforced and shall be continually reviewed and improved as appropriate and necessary.
10. Enforce the State and Local noise regulations to abate and control noise pollution within the City.
11. Require that all new structures or substantial renovations of existing structures meet the earthquake safety standards set forth in the Uniform Building Code.
12. Support and assist with County and Regional levels of government in the study development of solid waste source reduction activities.

LAND USE CATEGORY	Total *	Study Area	EXISTING		Study Area	PROPOSED	
	(in acres)		Total	%		Total	%
RESIDENTIAL							
Rural Density	5.2400	0.0000	5.2400		0.0000	5.2400	
Low Density	1908.4400	33.3038	1941.7438		11.5364	1940.9764	
Medium Density	170.0780	50.4430	220.5210		45.9570	195.0356	
High Density	272.3825	17.0150	289.3975		48.2830	320.6655	
Mobile Home Park	83.1070	2.3700	85.4770		0.0000	83.1070	
Transitional	13.6810	0.0000	13.6810		0.0000	13.6810	
Sub total	2452.9285		2556.0603	54.71%		2558.7055	54.77%
COMMERCIAL							
Neighborhood	46.0220	4.5879	50.6099		0.7880	46.8100	
Comm. Shopping Ctr.	108.9750	2.7000	111.6750		0.0000	108.9750	
Central Business District	23.4880	0.0000	23.4880		0.0000	23.4880	
Highway Related Commercial	189.6160	1.1960	190.8120		1.7010	191.3170	
Professional Office	38.5230	2.4980	41.0210		0.0000	38.5230	
Sub total	406.6240		417.6059	8.94%		409.1130	8.76%
INDUSTRIAL							
Commercial Manufacturing	0.0000	3.6170	3.6170		0.0000	0.0000	
Commercial Industrial	0.0000	0.0000	0.0000		170.3290	170.3290	
Light Industrial	217.3520	606.3913	823.7433		377.5070	594.8590	
General Industrial	0.0000	1.2200	1.2200		0.0000	0.0000	
Rail Road R-O-W	57.6000	0.0000	57.6000		0.0000	57.6000	
Sub total	274.9520		886.1803	18.97%		822.7880	17.61%
OPEN SPACE							
Parks	91.7320	4.4100	96.1420		71.2803	163.0123	
Flood Channels	42.0000	0.0000	42.0000		0.0000	42.0000	
Sub total	133.7320		138.1420	2.96%		205.0123	4.39%
PUBLIC USE							
	119.2400	3.5080	122.7480		5.8780	125.1180	
Sub total	119.2400		122.7480	2.63%		125.1180	2.68%
STREETS	551.2722	0.0000	551.2722	11.80%	0.0000	551.2722	11.80%
TOTALS	3938.7487	733.2600	4672	100.00%	733.2597	4672	100.00%

Table 1

Land Use Categories



Master Plan of Arterial Highways

II. REPORT SUMMARY

II. REPORT SUMMARY

This Environmental Impact Report pertains to the City of La Habra General Plan 2020 consisting of seven required elements and three optional elements. During the course of preparing the General Plan, the La Habra City Council approved a Specific Plan for La Habra Boulevard for purposes of considering in greater detail the issues, problems and opportunities of this important sector of the community. The General Plan, in terms of maps and element text, incorporates the Specific Plan for the area as adopted by the City Council. This EIR also incorporates, as appropriate, the information and conclusions which are contained in the Environmental Impact Report for the La Habra Boulevard area.

The City of La Habra is an urbanized residential community which is built out with the exception of a few small infill parcels and one large site of approximately 370 acres. The 370 acre site is the recently annexed Chevron USA oil production and extraction fields located at the City's southernmost border often referred to as the Coyote Hills. The General Plan Update does not significantly alter any land uses that are already established and thus the EIR does not anticipate any significant impacts with the continuation of the activities of the current urbanized city. The Chevron site remains the only major planning area for significant development that may have future and cumulative potential impact on the environment. As this EIR encompasses the environmental assessment of the entire General Plan area, the potential for future development of the Chevron oil fields were assessed as best as possible to develop a composite picture. However, it should be noted, that any potential for development of this site will require a separate environmental assessment and documentation.

Below is a brief summary of the potential impacts and mitigation measures associated with the proposed project.

Area of Analysis	Impact	Mitigation Measures
Air Quality	Increased air pollutant emissions from energy consumption, vehicular travel and the creation of new stationary sources.	The Land Use, Housing and Circulation Element all contain measures to reduce air pollutant emissions. These measures are aimed at reducing vehicle trip distance, improving traffic flow and providing efficient land use distribution.
Geology, Soils and Topography	Potential seismic effects associated with earthquake activity along major fault zones in the region. Alteration of topography in hillside areas as a result of grading activities. Removal of vegetation during grading will increase erosion potential.	Construction in accordance with the Uniform Building Code. Grading and erosion control shall be regulated in accordance with the requirements of the Uniform Building Code. The City will enforce the Alquist-Priolo Studies Zones Act for new development within this area.
Hydrology	Increase surface runoff associated with future construction.	Participation in National Flood Insurance Program. The City will require as needed the improvement of the storm drain system as new development occurs.
Biological Resources	Removal of vegetation and displacement of wildlife associated with the urbanization of hillside development.	Revegetation of graded areas where structures are not constructed. Development in accordance with the Zoning Code and Design Guidelines of the La Habra Specific Plan. No significant wildlife or habitat would appear to exist within the planning area, with the exception of that which is found in highly urbanized areas. Any significant developments will require an environmental impact report which will address this issue.

Cultural Resources	Low potential for impacts to archaeological, paleontological or historic resources.	If artifacts are discovered during grading, an archaeologist should be consulted. If fossil specimens are encountered during grading, a paleontologist should be consulted. The implementation of "Old Settlers Plaza" historic preservation area. Continue to publish walking tour booklets.
Land Use	Development related impacts as a result of future construction within the City of La Habra.	Compliance with the General Plan Land Use Element and zoning code should be adhered to. EIR's have been prepared for the Specific Plan area. EIR's should be required for future significant developments.
Transportation/ Circulation	Increased traffic volumes.	EIR's for future development will assess the remaining capacity of the City's arterial highways. The proposed circulation system will improve where possible future traffic flow in areas that are presently impacted. Transit service should be encouraged by the provision of safe and convenient bus stops.
Noise	Increased traffic will result in higher ambient noise levels.	Noise Ordinance will be enforced. New construction must comply with Title 25 structural sound control requirements. Truck traffic is restricted in areas where arterials are adjacent to residential neighborhoods. Project applicants will be required to reduce noise where development will adversely affect adjacent properties.
Visual Resources	Future development on La Habra Boulevard will alter the aesthetic character of the area	Future development will be regulated by the La Habra Boulevard Specific design guidelines in order to protect visual resources.

Public Services
and Utilities

Future development will result in increased energy consumption and increased demand for public services.

The City also enforces an architectural design overlay zone on all multiple family zones not within a Planned Unit Development Zone. The areas located within a Planned Unit Development Zone are also reviewed for their architectural design. A number of commercial areas are also located in Planned Unit Development Overlay Zones.

Adequate street lighting and the installation of security hardware in future developments will enhance Police Department services. Fire prevention measures will be incorporated into the final design of future projects. All Development projects will comply with Title 24 energy conservation requirements. Sewer improvements will be required as necessary. The City has the authority to require park fees as necessary.

III. ENVIRONMENTAL ANALYSIS

III.

ENVIRONMENTAL ANALYSIS

This section of the EIR presents the environmental analysis for the 10 conditions listed below.

1. Air Quality
2. Geology
3. Hydrology
4. Biological Resources
5. Cultural Resources
6. Land Use
7. Transportation/Circulation
8. Noise
9. Visual Resources
10. Public Services and Utilities

For each condition, the environmental analysis is presented in terms of existing conditions, impacts and mitigation measures. The remaining sections of the EIR contain information on "other environmental considerations," "alternative to the proposed project," unavoidable adverse impacts, "organizations and persons consulted," and "bibliography." Additional information of interest is included in the Technical Appendices, including the Notice of Preparation and responses to the Notice.

AIR QUALITY

EXISTING CONDITIONS

The planning area is located in the South Coast Air Basin (SCAB), a 6,000 square mile area that consists of a coastal plain with connecting broad valleys and low hills which is bounded by the

Pacific Ocean to the southwest and high mountains forming the remaining perimeter. The climate in the SCAB is mild, tempered by cool sea breezes and interrupted infrequently by periods of extremely hot weather, winter storms or Santa Ana winds.

The air quality of the basin is determined by the "primary pollutants" which are added daily and by "secondary pollutants" that are already present in the air mass. Examples of primary pollutants, which are emitted directly from a source, include the following:

1. Carbon Monoxide (CO).
2. Nitric Oxide and Nitrogen Oxide (NO and NO₂).
3. Sulfur Dioxide (SO₂).
4. Particulates and various Hydrocarbons (HC).

Secondary pollutants, which are created with the passage of time in the air mass, include the following:

1. Ozone (O₃).
2. Photochemical aerosols.
3. Peroxyacetylnitrate (PAN).
4. Nitrogen Dioxide

Oxidants represent the major air quality problem throughout the SCAB. Ambient air quality is usually described in terms of compliance with State and Federal standards which have been adopted to protect public health with some margin of safety. Table 3 lists the current State and Federal air quality standards.

In Orange County, air quality information is collected primarily by the South Coast Air Quality Management District (SCAQMD). Of the air quality monitoring stations located throughout Orange County, a station is located within La Habra and determines ambient air quality conditions in the City (Table 2). The most recent measurements indicate that ozone concentrations and suspended particulates continue to be the most serious air quality problems in the area.

IMPACTS

Air quality in the City of La Habra is a function of the primary pollutants emitted locally, the existing regional ambient air quality, and the meteorological and topographic factors which influence the intrusion of pollutants into the area from sources outside the immediate vicinity. In addition, there is an adopted "Air Quality Management Plan" for the SCAB which is designed to meet and maintain Federal and State ambient air quality standards. A description of this plan which affects all cities and counties in the SCAB is provided in the following paragraph.

The AQMP, originally adopted by the California Air Resources Board (ARB), on May 10, 1979, is the air quality management plan for the South Coast Air Basin. It was designed to meet and maintain Federal and State ambient air standards by 1987. Portions of the 1979 AQMP were disapproved by the United States Environmental protection Agency (EPA) and a revised AQMP was prepared in 1982. However, the 1982 AQMP revision could not demonstrate attainment of carbon monoxide and ozone standards by the 1987 deadline required by the federal Clean Air Act, and as a result, the EPA disapproved the 1982 AQMP Revision. In 1989, a revised Air Quality Management Plan has set forth a comprehensive control program that would bring the South Coast Air Basin into compliance with all federal and state air quality standards by the year 2007. The 1989 AQMP identified all potential control measures that could be available by the year 2007 to reduce all source emissions. Future control measures were categorized into three tiers, based upon their readiness for implementation.

Tier I - Full implementation of known control technologies and management practices.

Within the next five years (1989-1994), implementation of Tier I control measures are expected to bring the Basin into compliance with federal standards for carbon monoxide and nitrogen dioxide. Full implementation of some measures, such as new vehicle controls and transportation facility constructions, will not occur until 2007.

Tier II - Significant advancement of today's technological application and vigorous regulatory intervention.

Full implementation of Tier II measures which promotes existing and future control technologies through regulatory actions and incentives, the Basin will be brought into compliance with the federal, but not the state, standard for PM10.

Tier III- Development of New Technology

Although no specific control measures can be attributed for Tier III, the programs included in this tier are directed primarily at further reducing reactive organic gases (ROG) from solvents and coatings, and from motor vehicles.

An emission inventory of the South Coast Air Basin is given in Table 4 for 1985 as well as projections of basin-wide emissions for the years 2000 and 2010. These projections are based upon all currently adopted regional plans, rules, and regulations including those adopted by the SCAQMD, ARB, Southern California Association of Governments' (SCAG) Regional Mobility Plan and Regional Growth Management Plan.

The population, employment, and industrial growth associated with the implementation of the General Plan would result in increased air pollutant emissions. The major components of this increase result from increased energy use, increased vehicular travel, and the creation of new stationary sources.

Table 1
June 1989
Exceedances of Standards And Maximum Concentrations

Station Location	OZONE			CARBON MONOXIDE				NITROGEN DIOXIDE		SULFUR DIOXIDE		
	DAYS EXCEEDING STATE STD*	DAYS EXCEEDING FEDERAL STD	MAX 1-HR PPM	DAYS EXCEEDING STATE STD 8-HR/1-HR	DAYS EXCEEDING FEDERAL STD 8-HR/1-HR	MAX 8-HR PPM	MAX 1-HR PPM	DAYS EXCEEDING STATE STD	MAX 1-HR PPM	DAYS EXCEEDING STATE STD 24-HR/1-HR	MAX 24-HR PPM	MAX 1-HR PPM
LOS ANGELES COUNTY												
Azusa	18	15	.31	0/0	0/0	3.50	5	0	.14	0/0	.007	.01
Burbank	11	9	.20	0/0	0/0	5.00	6	0	.17	0/0	.007	.01
Long Beach	2	1	.15	0/0	0/0	1.43	2	0	.11	0/0	.010	.03
Roseda	17	10	.21	0/0	0/0	3.29	4	0	.13	0/0	.002	.01
Pomona	15	11	.23	0/0	0/0	4.29	6	0	.15			
Whittier	7	3	.22	0/0	0/0	3.00	5	0	.11	0/0	.010	.04
Lancaster**	5	2	.14	0/0	0/0	1.50	3	0	.05			
Lynwood	4	0	.12	0/0	0/0	3.43	5	0	.10	0/0	.006	.02
Pico Rivera	14	7	.24	0/0	0/0	3.00	4	0	.12	0/0	.007	.02
Los Angeles	10	5	.19	0/0	0/0	1.86	3	0	.19	0/0	.005	.01
Pasadena	16	10	.26	0/0	0/0	3.67	5	0	.15	0/0	.005	.01
Santa Clarita	16	12	.25	0/0	0/0	2.13	4	0	.12	0/0	.007	.01
West L.A., V.A.	8	1	.14	0/0	0/0	3.67	6	0	.17	0/0	.006	.01
Hawthorne	2	0	.12	0/0	0/0	2.17	4	0	.09	0/0	.008	.02
Glendora	19	16	.33					0	.12			
ORANGE COUNTY												
Anaheim	5	2	.20	0/0	0/0	2.43	4	0	.10	0/0	.008	.01
La Habra	10	4	.22	0/0	0/0	4.00	6	0	.10	0/0	.006	.02
El Toro	3	2	.21	0/0	0/0	2.13	4					
Los Alamitos	3	1	.13							0/0	.007	.01
RIVERSIDE COUNTY												
Palm Springs**	19	5	.18	0/0	0/0	1.17	2	0	.06			
Hemet	12	3	.16									
Rubidoux, RIVR	21	15	.25	0/0	0/0	3.43	5	0	.13	0/0	.003	.01
Riverside, Mag.				0/0	0/0	3.63	6					
Perris	19	12	.20					0	.08			
Banning**	19	9	.23									
Norco	15	9	.18									
Indio**	14	1	.15									
Lake Elsinore	19	8	.24									
SAN BERNARDINO COUNTY												
Ontario												
Upland	17	14	.28	0/0	0/0	2.00	4	0	.11	0/0	.004	.01
Crestline	24	19	.25									
Fontana	20	15	.28	0/0	0/0	2.29	3	0	.11	0/0	.002	.01
San Bernardino	22	14	.26	0/0	0/0	3.13	4	0	.11	0/0	.006	.01
Redlands	23	17	.26									

*STD = STANDARD
 **Southeast Desert Air Basin

Table 1 (Continued)
June 1989
Exceedances of Standards and Maximum Concentrations

Station, Location	PM10				LEAD			SULFATE			VISIBILITY		
	NO. DAYS (%) EXCEEDING STATE STANDARD	NO. DAYS (%) EXCEEDING FEDERAL STANDARD	NUMBER DAYS SAMPLED	MAX 24-HOUR AVERAGE ug/m ³	NO. MONTHS EXCEEDING STATE STANDARD	NUMBER DAYS SAMPLED	MONTHLY AVERAGE ug/m ³	NO. DAYS (%) EXCEEDING STATE STANDARD	NUMBER DAYS SAMPLED	MAXIMUM 24-HOUR AVERAGE ug/m ³	SITE* MEETING STATE ^a STANDARD	DAYS NOT <70% r.h.	NUMBER DAYS SAMPLED/
LOS ANGELES COUNTY													
Azusa	4 (80%)	0 (0%)	5	92				0 (0%)	5	13.8	BUR	25	29/0
Burbank	3 (60%)	0 (0%)	5	113	0	5	.08	0 (0%)	5	22.1	(Burbank)		
Long Beach	1 (20%)	0 (0%)	5	62	0	5	.04	0 (0%)	5	11.4	LGB	15	29/0
Reseda											(Long Beach)		
Pomona													
Whittier													
Lancaster**	4 (100%)	0 (0%)	4	71				0 (0%)	5	8.6	WJF	1	29/0
Lynwood					0	3	.05	0 (0%)	3	9.6	(Lancaster)		
Pico Rivera					0	5	.07	0 (0%)	5	15.6			
Los Angeles	2 (40%)	0 (0%)	5	92	0	4	.12	0 (0%)	5	21.0			
Pasadena													
Santa Clarita	3 (60%)	0 (0%)	5	99				0 (0%)	5	19.6			
West L.A., V.A.													
Hawthorne	2 (40%)	0 (0%)	5	65	0	4	.05	0 (0%)	4	19.1	LAX	5	29/11
Glendora											(Lennox)		
ORANGE COUNTY													
Anaheim					0	5	.07	0 (0%)	5	12.9			
La Habra													
El Toro	1 (20%)	0 (0%)	5	56				0 (0%)	5	10.3			
Los Alamitos	1 (20%)	0 (0%)	5	58				0 (0%)	5	11.8			
RIVERSIDE COUNTY													
Palm Springs**	2 (40%)	0 (0%)	5	78				0 (0%)	5	6.2			
Hemet													
Rubidoux, RIVR	5 (100%)	0 (0%)	5	132	0	5	.06	0 (0%)	5	11.4	RIV	24	29/0
Riverside, Mag.					0	5	.07	0 (0%)	5	11.8	(Riverside)		
Perris	3 (75%)	0 (0%)	4	110				0 (0%)	4	11.7			
Banning**	2 (40%)	0 (0%)	5	85				0 (0%)	5	8.4			
Norco													
Indio**	4 (80%)	0 (0%)	5	110				0 (0%)	5	8.3			
Lake Elsinore													
SAN BERNARDINO COUNTY													
Ontario	4 (80%)	0 (0%)	5	108				0 (0%)	4	9.3	ONT	27	29/0
Upland					0	5	.08	0 (0%)	5	13.1	(Ontario)		
Crestline	1 (20%)	0 (0%)	5	70				0 (0%)	5	5.2			
Fontana	4 (80%)	0 (0%)	5	125				0 (0%)	5	13.6			
San Bernardino	5 (100%)	0 (0%)	5	132	0	5	.09	0 (0%)	5	13.1	SBD	24	29/0
Redlands											(San Bernardino)		

*Visibility measurements were made at an airport in the city indicated, not at a District monitoring station.
 **Southeast Desert Air Basin

^aNumber of pollution-induced low visibility days
 visibility less than 10 miles with relative humidity
 less than 70 %.

GENERAL PLAN 2020 City of La Habra

Table 2
AMBIENT AIR QUALITY STANDARDS

AIR POLLUTANT	CALIFORNIA		FEDERAL		
	CONCENTRATION	DISTRICT METHOD	PRIMARY (>)	SECONDARY (>)	METHOD ^{a)}
Ozone	0.10 ppm, 1-hr. avg. >= *	U.V. photometry	0.12 ppm, 1-hr avg.	0.12 ppm, 1-hr avg.	Chemiluminescence
Carbon Monoxide	9.0 ppm, 8-hr avg. > ^{b)} 20 ppm, 1-hr avg. >	Non-dispersive Infra-red Spectrophotometry	9 ppm, 8-hr avg. ^{b)} 35 ppm, 1-hr avg.	9 ppm, 8-hr avg. 35 ppm, 1-hr avg.	Non-dispersive Infra-red Spectrophotometry
Nitrogen Dioxide	0.25 ppm, 1-hr avg. > ^{b)}	Gas Phase Chemiluminescence	0.053 ppm, ann avg ^{f)}	0.053 ppm, ann avg ^{f)}	Gas Phase Chemiluminescence
Sulfur Dioxide	0.05 ppm, 24-hr avg. >= with ozone >= 0.10 ppm, 1-hr avg or TSP >= 100 ug/m ³ , 24-hr avg. 0.25 ppm, 1-hr. avg. > ^{c)}	Ultraviolet Fluorescence	0.03 ppm, ann. avg. 0.14 ppm, 24-hr avg.	0.50 ppm, 3-hr avg.	Para-rosaniline
Suspended Particulate Matter (PM10)	30 ug/m ³ , ann. geometric mean > 50 ug/m ³ , 24-hr average > ^{d)} **	Size Segregated Inlet High Volume Sampling	50 ug/m ³ , annual ^{h)} arithmetic mean 150 ug/m ³ , 24-hr avg.	50 ug/m ³ , annual ^{h)} arithmetic mean 150 ug/m ³ , 24-hr avg	
Sulfates	25 ug/m ³ , 24-hr avg. >=	High Vol. Sampling Ion Chromatography			
Lead	1.5 ug/m ³ , 30-day avg. >=	High Vol. Sampling Atomic Absorption	1.5 ug/m ³ , calendar quarter	1.5 ug/m ³ , calendar quarter	High Volume Sampling Atomic Absorption
Hydrogen Sulfide	0.03 ppm, 1-hr avg. >=	Cadmium Hydroxide Stractan			
Vinyl Chloride	0.010 ppm, 24-hr avg. >=	Gas Chromatography			
Visibility Reducing Particles	In sufficient amount to reduce the prevailing visibility to less than 10 miles at relative humidity less than 70%, 1 obs.				

by the federal

- a) Reference method as described by the federal government. An equivalent method of measure^r government.
- b) Effective December 15, 1982. The standards were previously 10 ppm, 12-hour average and 40 ppm, 1-hour average.
- c) Effective October 5, 1984. The standard was previously .5 ppm, 1-hour average.
- d) Effective August 19, 1983. The standards were previously 60 ug/m³ TSP, annual geometric mean, and 100 ug/m³ TSP, 24-hour average.
- e) Effective September 13, 1985, standard changed from > 10 ug/m³ (>= 9.1 ppm) to > 9 ppm (>= 9.5 ppm).
- f) Effective July 1, 1985, standard changed from > 100 ug/m³ (> .0512 ppm) to > .053 ppm (> .0534 ppm).
- g) Effective March 9, 1987, standard changed from >= .25 ppm to > .25 ppm.
- h) Effective July 1, 1987. The standards were previously:
 Primary - Annual geometric mean TSP > 75 ug/m³, and 24-hour average TSP > 260 ug/m³.
 Secondary - Annual geometric mean TSP > 60 ug/m³, and 24-hour average TSP > 150 ug/m³.

* ppm = parts per million by volume.
 ** ug/m³ = micrograms per cubic meter.

AQES/PLANNING
DECEMBER 1988

Summary Of Baseline Emissions
For The South Coast Air Basin
(tons/day)

SOURCE CATEGORY	ROG	NOx	SOx	CO	PM*
<u>YEAR 1985</u>					
Residential/Commercial/Services	280	142	13	82	210
Industrial/Manufacturing	310	144	43	108	1,338
On-Road Mobile Sources	578	619	35	4,751	84
Other Mobile Sources	78	135	30	489	13
Total	1,246	1,040	121	5,430	1,645
<u>YEAR 2000</u>					
Residential/Commercial/Services	294	164	16	74	261
Industrial/Manufacturing	356	90	53	123	1,855
On-Road Mobile Sources	257	477	28	3,006	96
Other Mobile Sources	112	173	36	682	15
Total	1,019	904	133	3,885	2,227
Change from 1985 Emissions	-227	-136	+12	-1,545	+582
<u>YEAR 2010</u>					
Residential/Commercial/Services	322	184	19	65	287
Industrial/Manufacturing	377	87	52	140	2,011
On-Road Mobile Sources	302	554	31	3,481	111
Other Mobile Sources	129	192	38	781	16
Total	1,130	1,017	140	4,467	2,425
Change from 1985 Emissions	-116	-23	+19	-963	+780

*PM emissions from paved road dust are listed under stationary sources.

GENERAL PLAN 2020

City of La Habra

Environmental Impact Report

MITIGATION MEASURES

One of the goals of the General Plan is to create an energy efficient environment for people who live and work in La Habra. A Regional Plan which addresses such regional issues as air quality, growth management, and transportation would implement measures to reduce or mitigate many of the adverse impacts associated with growth in the City. The Land Use, Circulation, and Housing Elements all contain measures that will reduce air pollutant emissions. These measures are aimed at reducing vehicle trip distance, improving traffic flow, providing efficient land use distribution and encouraging the use of transit systems.

The Circulation Element contains policies to encourage the minimization of vehicle miles traveled through the expansion of transit and non-motorized travel. Roadway improvements to accommodate increased traffic will reduce air pollutant generation, because smooth-flowing traffic generates less pollutants than congested traffic. The Land Use Element contains policies to promote balanced land uses, which will reduce unnecessary vehicular travel. The Housing Element contains policies to provide housing that is convenient to employment centers and public facilities. The Regional Plan supports regional policies to cooperate and participate in regional efforts to relieve traffic congestion and reduce air pollution through regional plans and forums.

GEOLOGY, SOILS, AND TOPOGRAPHY

EXISTING CONDITIONS

Geology

The geologic setting of the planning area consists of the following basic units:

- Puente formation
- Fernando formation
- La Habra formation
- Terrace deposits
- Colluvium or slope wash deposits
- A topsoil zone
- Artificial fill

The oldest unit is the Puente formation followed by the Fernando formation. Both of these formations are comprised of well consolidated sedimentary rocks of upper Miocene age (approximately 15 million years old) and Pliocene age (approximately 5 million years old). The more consolidated rocks of the Puente and Fernando formations form the more rugged highlands topography; the younger units underlie the more subdued lowlands area.

The next oldest unit, the La Habra formation, is less consolidated and much younger. It is of upper Pleistocene age, approximately 1.5 million years old. The Terrace deposits are also partly of upper Pleistocene age and the remaining units are even less consolidated, mainly of Holocene age (the last 11,000 years).

The main structural features in the planning area include the Whittier fault zone and sedimentary rock strata with highly variable strike and dip directions. The sedimentary rock strata include the Puente, Fernando, and La Habra formations. The younger units are relatively level in their stratification.

Seismic Characteristics

The City is likely to experience ground shaking, which is the displacement of the ground following earthquake activity, from activity associated with active and potentially active fault systems that could affect La Habra. A potentially active fault has been identified in a special study zone located south of Idaho Street. Pursuant to the Alquist-Priolo Special Studies Zones Act, detailed fault investigations will be required for residential development proposed within the Alquist-Priolo Special Study Zone. The detailed fault investigations will serve to identify the precise location and characteristics of fault traces, as well as to recommend specific mitigation measures. However, due to the proximity and its recent history, the most severe ground shaking would result from earthquake activity on the Whittier fault zone. Although the 1987 earthquake occurred near the northern end of the Whittier Fault, it is now understood that rupture occurred along the previously unidentified, shallow-dipping thrust fault at a depth of about 14 kilometers (Hauksson, et al., 1988). This thrust fault is believed to be related to the Elysian Park anticline, and the earthquake the result of active folding of the rocks. Since the fault rupture did not continue to the ground surface during this earthquake, surface rupture damage did not occur. A number of aftershocks have occurred with the largest one coming in the fall 1989.

The Whittier fault east of the City of La Habra has been included by the State of Geologist in an Alquist Priolo Special Studies Zone (Yorba Linda Quadrangle), indicating this portion of the Fault is active. The active classification of this Fault is based upon aerial photo interpretation and field geologic studies which have recognized displacement of Holocene age materials (Smith, 1978).

Other active fault systems that could affect La Habra include those listed below:

- Elysian Park anticline
- Whittier
- Norwalk
- Elsinore
- San Jacinto
- Newport-Inglewood
- Sierra Madre
- San Andreas

The "maximum credible magnitudes" for these systems range from 6.25 (Norwalk) to 8.0 (San Andreas) on the Richter scale. The maximum credible earthquake for a particular fault is the largest magnitude event that appears capable of occurring under the presently known tectonic framework. The "maximum probable magnitudes" for these systems range from 5.5 to 7.5 on the Richter scale. The maximum probable earthquake is the maximum earthquake likely to occur during a 100 year interval. It is regarded as a probable occurrence, not as an assured event.

The general location of these fault systems are shown on Figure 4, Fault and Earthquake Map. The Earthquake Map, Figure 5, depicts the general location of the epicenters of earthquakes that have occurred in the La Habra and Brea area between January 1932 through December 1972 and the preliminary location of the January 1976 earthquake in Los Angeles County, immediately north of the planning area.

The chief secondary seismic effect expected in La Habra is identified as potential landsliding in the Coyote Hills. Seismic ground shaking could possibly reactivate marginally stable existing slides as well as generate new slides. Areas particularly susceptible to landslide hazard exist in the Puente and Coyote Hills.

Liquefaction potential along with related seismically induced phenomena as "lurching", flow landslides, and other similar forms of ground failure is generally believed to be most significant where the underlying soils are saturated sands in a relatively loose condition. As a general guideline in regional studies, most areas which have groundwater depths of less than about 20 to 30 feet and are underlain by recent alluvium deposits as more susceptible to potential liquefaction. Accordingly, the most susceptible areas in the City are within the floodplain of Coyote Creek, along Beach Boulevard and Imperial Highway.

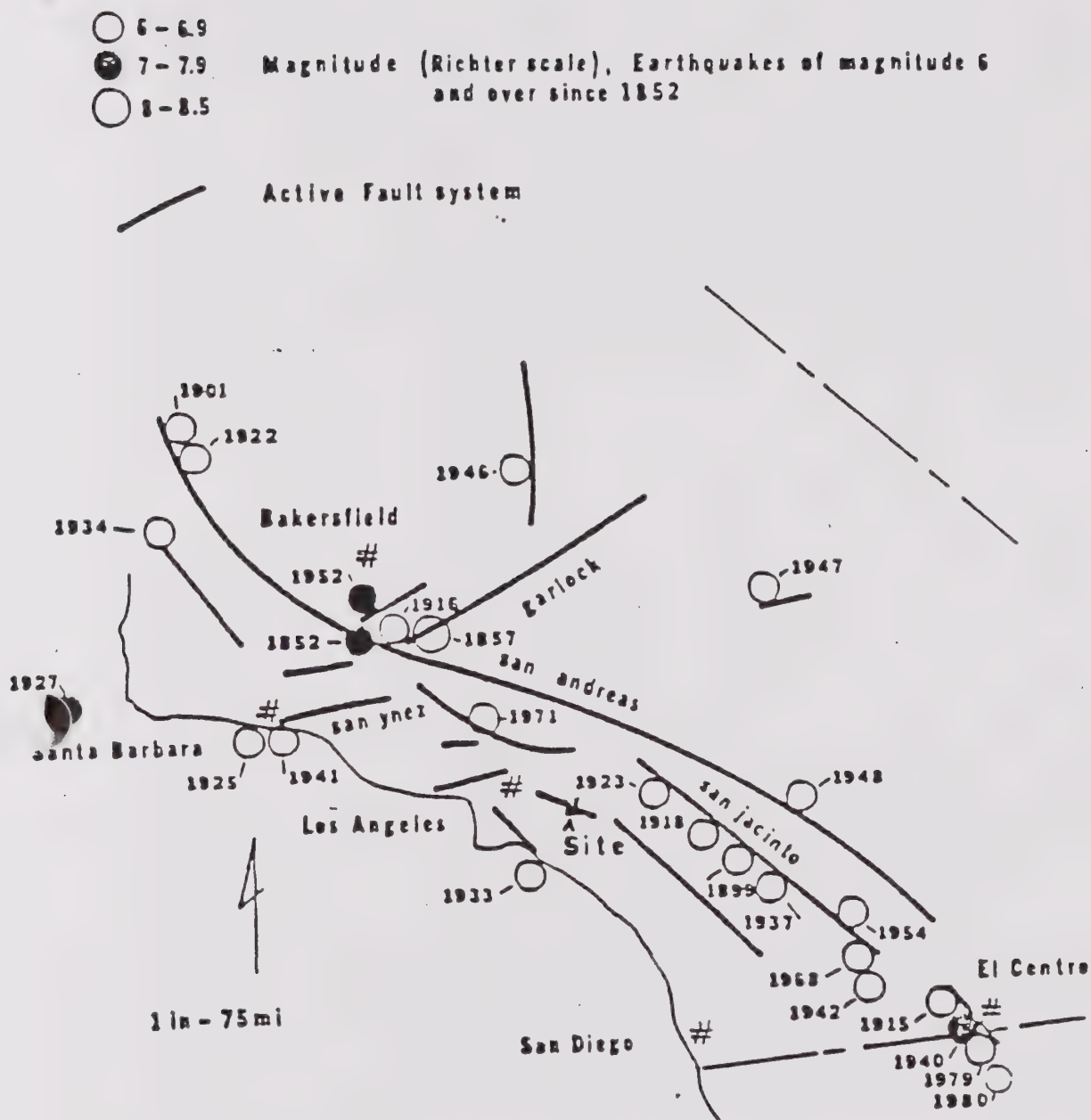
Soils

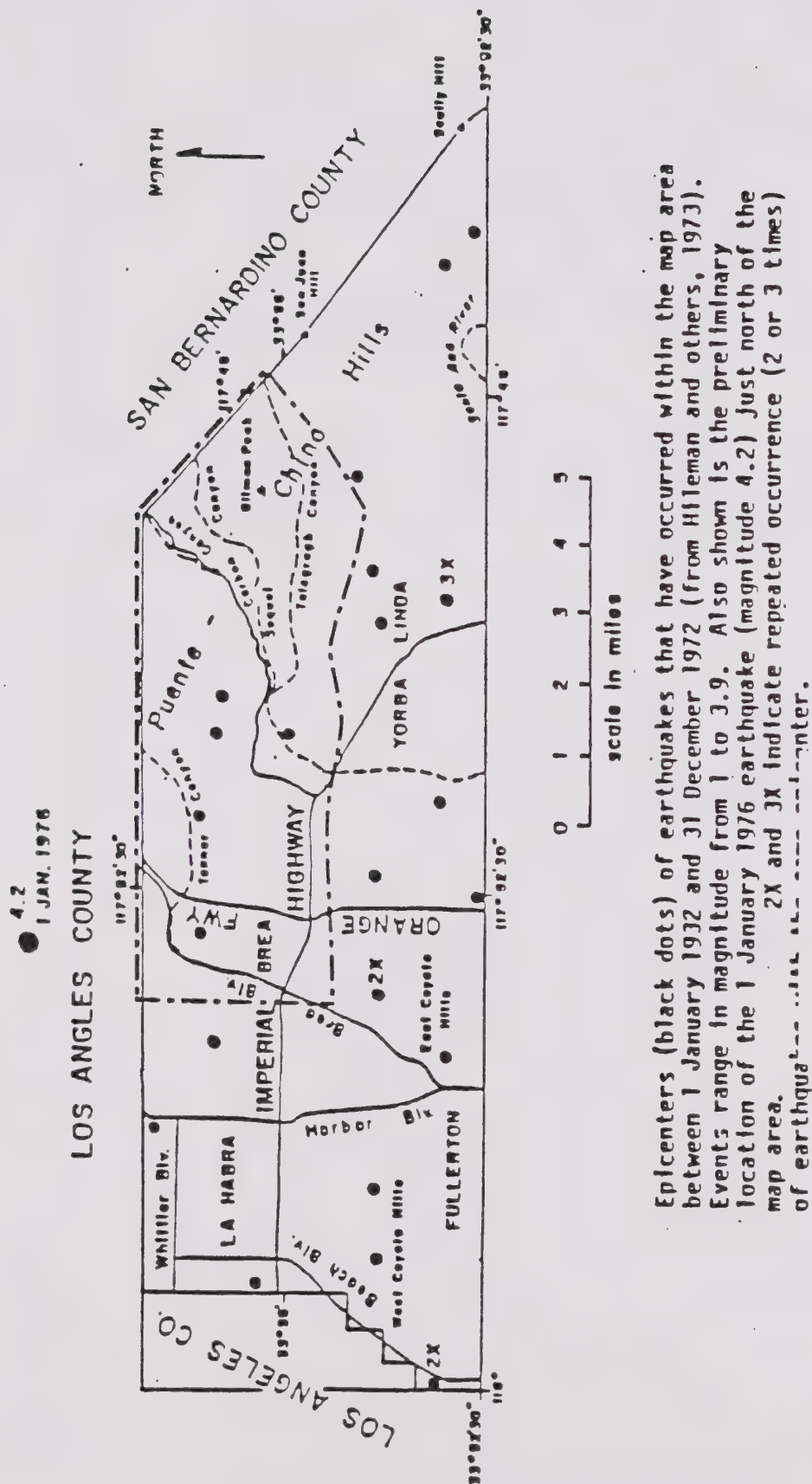
Relatively thin residual soils which veneer the near-surface bedrock in the hillside areas consist of weathered materials derived from the underlying formation, primarily the La Habra or Coyote Hills Formations. The soils tend to be mainly clayey to

sandy silt. The thick alluvial soils occupying the major central portion of the City are generally unconsolidated and are poorly sorted. They range from highly permeable granular deposits to low permeability clayey silt. They can be grossly categorized into three major types of soils on the basis of clay content:

1. The clayey silt and silty clay group.
2. The clayey sand and silty sand group.
3. The predominantly granular material, including gravel and cobbles.

It is difficult to indicate the area distribution of these soil zones under the present scope of the study. Additionally, the ever changing drainage pattern of the major canyons and transported alluvial fan deposits throughout geologic history have caused the soil types to vary with depth as well as in areal distribution.





Earthquake Map

Figure 5

Topography

Topographically, the major portion of the City is nearly level to gently rolling terrain within the La Habra Basin, situated between the Puente Hills on the north and the Coyote Hills on the south. At present less than 1 percent of the City remains undeveloped. Typically, growth has most recently encroached into the hillside terrain, primarily along the foot of the Coyote Hills at the southern portion of the City. The portion of Coyote Hills located within the City of La Habra and owned by Chevron USA is approximately 426 acres in size. The area is currently developed with the Chevron Research Center and producing oil wells. If this area is improved in the future with uses not associated with oil production, a specific plan will be developed for its ultimate improvement.

IMPACTS

The Norwalk fault, because of its tentative nature is not considered a significant hazard. On the other hand, the 1987 earthquake that occurred near the northern end of the the Whittier Fault, it is now understood that rupture occurred along a previously unidentified, shallow-dipping thrust fault at a depth of about 14 kilometers. This thrust fault is believed to be related to the Elysian Park anticline, and the earthquake the result of active folding of the rocks. The location of the City is fortuitous in the sense that it lies roughly equal distance between the Sierra Madre and Newport-Inglewood fault zones, as well as the Norwalk and Whittier fault zones, which are the areas within or immediately adjacent to the Los Angeles Basin most likely to be associated with future moderate to major earthquakes.

The most probable major earthquake sources of significance for the La Habra area are the San Andreas fault zone located about 35 miles to the northeast and the Sierra Madre and Newport-Inglewood fault zones which lie about 15 miles to the north and southwest, respectively.

The study area is expected to experience a severe earthquake in the future - possibly before the planning horizon for this plan is realized. Further, in the event of a major earthquake, cumulative conditions or problems will undoubtedly be present and linked together. The most important implications of seismic hazards are in terms of building and structural conditions and disaster preparedness. Therefore, public safety planning must really plan for a disaster involving more than one hazard, particularly after a major event such as an earthquake has occurred.

The intent of this planning must be to control wherever possible the elements which will be most severely affected by these natural phenomena. These include both natural and man-made facilities and natural resources.

MITIGATION MEASURES

1. During the design of tract maps and site plans, comprehensive geologic engineering, and soils engineering investigations shall be submitted to the City of La Habra for review and approval prior to completion of grading permit applications.
2. Precise fault locations and surface rupture potential will be identified by geological land geophysical studies as required by the Alquist-Priolo Act.
3. These studies must be conducted prior to the issuance of construction permits. Proposed design and setbacks (if necessary) for proposed structures will comply with criteria set forth by the Alquist-Priolo Act and Uniform Building Code.
4. All structures will be designed in accordance with the seismic design provisions of the Uniform Building Code.
5. Erosion potential within graded areas will be reduced and controlled by utilizing rapid developing planting techniques (eg. hydroseeding) slope terracing, replacement with cohesive soils not subject to erosion, and/or the construction of slope drainage improvements.

HYDROLOGY

EXISTING CONDITIONS

Surface Water

The general pattern of drainage flow in the City is from the north and south towards the center of the city until reaching the channels and/or creeks which transports the water flows in the west and southwest direction.

The two main drainages within the city are La Mirada Creek and Coyote Creek. La Mirada Canyon in the Puente Hills to the north of the City in La Habra Heights collects most of the runoff water from numerous south or north flowing ephemeral streams which eventually join La Mirada and Coyote Creeks, these, in turn, drain into the San Gabriel River further west. La Mirada Creek trends southwest from the canyon mouth across Whittier Boulevard and crosses the County line leaving the City in the vicinity of La Habra Boulevard. It is an open-unlined channel from the north to the west City Boundary. Coyote Creek has three branches within La Habra. These three branches converge behind the La Habra Market Place commercial center at the northeast corner of Beach Blvd and Imperial Highway then flow southwesterly adjacent to Beach

Boulevard until it leaves the City. The three branches of Coyote Creek combines sections of lined and unlined channels through the City. Figure 6 illustrates the location of these drainage systems and condition of the channels.

Groundwater

The La Habra Basin is bounded on the east by the Yorba Linda Basin, on the west by the easterly boundary of the San Gabriel River Cone and lies between the Puente Hills to the north and the Coyote Hills to the south. Approximately the westerly one-half of the basin is composed of two distinct formations, an upper zone consisting of alluvial material derived from the local Puente Hills, and a lower zone of folded conglomerate, principally of marine origin. The two zones are of different permeabilities and exhibit more or less independent water level fluctuations. The source of the recharge of the upper zone, that of the lower permeability, is the percolation of runoff from the Puente Hills, rainfall occurring on the basin itself and percolation of imported irrigation water. The lower zone received recharge from rainfall and runoff on the areas of outcrop and the downward movement of water from the upper zone, both naturally and through wells perforated in both zones.

Although no comprehensive studies of the water level fluctuations in the La Habra basin have been made, a regional study by the State Department of Water Resources (1967) indicates that between 1944 and 1967, water levels have not changed significantly, with the exception of the north portion of the city. In this area, they have both declined and risen during the period. Little adverse effect, particularly from the geotechnical hazard aspect should be experienced here since the water levels are generally well over 100 feet deep.

With the gradual cessation of water well pumping in the basin in recent years, there has been, and probably will continue to be, a trend toward gradually rising water levels within the basin. The area in which this would have the greatest influence would be within the younger valley-bottom alluvium along Imperial Highway, east of Beach Boulevard. As a consequence, the size of the area having water levels shallow than 30 feet will increase, thereby increasing the potential liquefaction hazard and area subject to possible future surface seepage.

IMPACTS

Surface runoff and its attendant problems of erosion, sedimentation and soil seep in hillside areas will continue to be a local problem in years of heavy rainfall. This is the situation in the northern part of the City. Stormwater runoff accepted from La Habra Heights has been an ongoing problem. Although present flood control improvements and natural drainage courses have adequately

handled most peak flows, the effect of any future developments on their carrying capacity should be carefully evaluated. Upgrading of present improvements and installation of special surface or shallow subsurface drainage devices may be needed in the future, particularly in the valley-bottom area south of Imperial Highway and in certain locations in the northern portion of the City.

Shallow groundwater problems, most notably in the Coyote Hills area, where seeps or springs were known to exist before development have more recently been known to contribute to slope instabilities. The location and severity of shallow groundwater problems within the hillside areas appear to be governed primarily by the stratigraphy, geologic structure, intensity of rainfall, and irrigation activities. Another contributory groundwater source in this area may be from oil field discharges.

MITIGATION MEASURES

1. The City of La Habra participates in the National Flood Insurance Program and practices flood plain management in accordance with Federal guidelines. The City will continue to participate in this program. (Figure 7)
2. Displaced earth from grading and soil eroded by rains should be controlled during construction and storage. Erosion control management plans should be submitted for development projects in hillside areas.
3. The requirements that slopes be planted or retained to protect adjacent properties from flood damage.
4. That flood control channels and facilities maintain adequate carrying capacity to sufficiently dispose of projected storm runoff from existing as well as new development.
5. The prevention of public health nuisances such as mosquito-breeding habitats or rodent breeding places in flood control facilities.
6. The protection of ecosystems within the established channels where necessary and desirable.
7. The development of recreational trail along the open portions of the channel where possible.

GENERAL PLAN 2020

City of La Habra

Environmental Impact Report



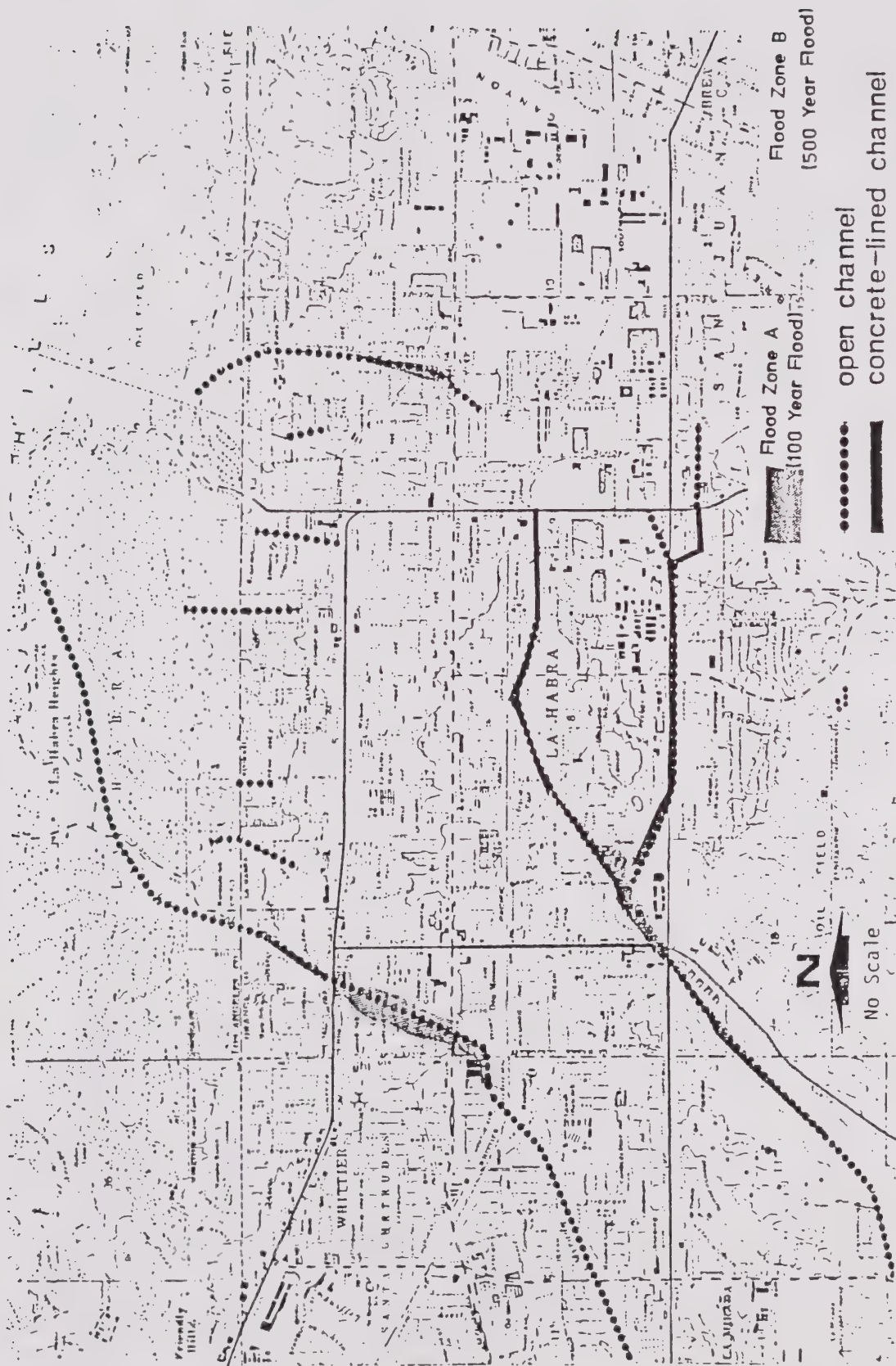
Figure 6

City of La Habra

Environmental Impact Report

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La Habra General Plan 2020



2. *Amphiprion*

National Flood Insurance Map

BIOLOGICAL RESOURCES

EXISTING CONDITIONS

The City is completely urbanized with over 99 percent of the land developed with the exception of a recently annex area comprising approximately 370 acres of oil production land once located within the City's sphere of influence now at the southern portion of the City boundaries. This recently annexed territory is owned by the Chevron U.S.A. and is semi developed with their oil production and extraction facilities. The regional Open Space and Conservation Plan prepared by the Southern California Association Of Governments (SCAG) includes a series of maps which identifies the location of endangered species and natural resources within the region. This regional document has indicated that no endangered species or natural resources are located within La Habra or it's planning area which includes the annexed area of the Chevron property (which at that time was within the City's Sphere of Influence). The SCAG documents classifies the vegetation within the planning area as "Urban and uncultivated". There has been no other indication that the City harbors any endangered species or significant natural resources.

IMPACTS

Since the only semi-natural environment within the planning area is the Chevron oil extraction field, future development of this area will impact the current open spaces within the extractive operation areas controlled by Chevron. Though currently this open area is not accessible and not entirely visible to the general public, development of the site should compensate for some loss of open area through the provision of park land and other open space uses. Also, future development should also be sensitive to the preservation and maintenance of the natural environment as much as possible.

MITIGATION MEASURES

1. To protect and conserve the natural resources within the city limits including water and both natural and man-made open space for the welfare and well-being of the citizens of La Habra.
2. Require that all specific plans and projects of significance address and make provisions for adequate amounts of private and or public open space and landscaping that is sensitive to retaining the character of the natural environment.
3. Upon the submittal for development of the Chevron oil production field, consideration shall be directed to the preservation of the natural topography and the provisions of open space areas.

CULTURAL RESOURCES

EXISTING CONDITIONS

Archaeology

The planning area is located within a region that was previously occupied by the Gabrielino Indians whose territory encompassed much of the southern California coast. Prehistorically, this region was inhabited by hunter and gatherer groups organized politically on the local or village level.

Archaeological surveys and record searches conducted for development projects within the City have not yielded any evidence of significant archaeological resources. The only potential area for archaeological material is located south of the City in the Natural terrain of the Chevron Oil fields.

Paleontology

The potential for paleontological resources may exist in the undeveloped southern portion of the City. The area southwest of the Whittier Fault Zone consists primarily of unconsolidated alluvium which is considered of lowest paleontological sensitivity.

Historic

The City of La Habra has architecture of local historic interest within the community. Old Settler's Plaza within the downtown commercial center along La Habra Boulevard contains several structures of community historic interest.

IMPACTS

Archaeology

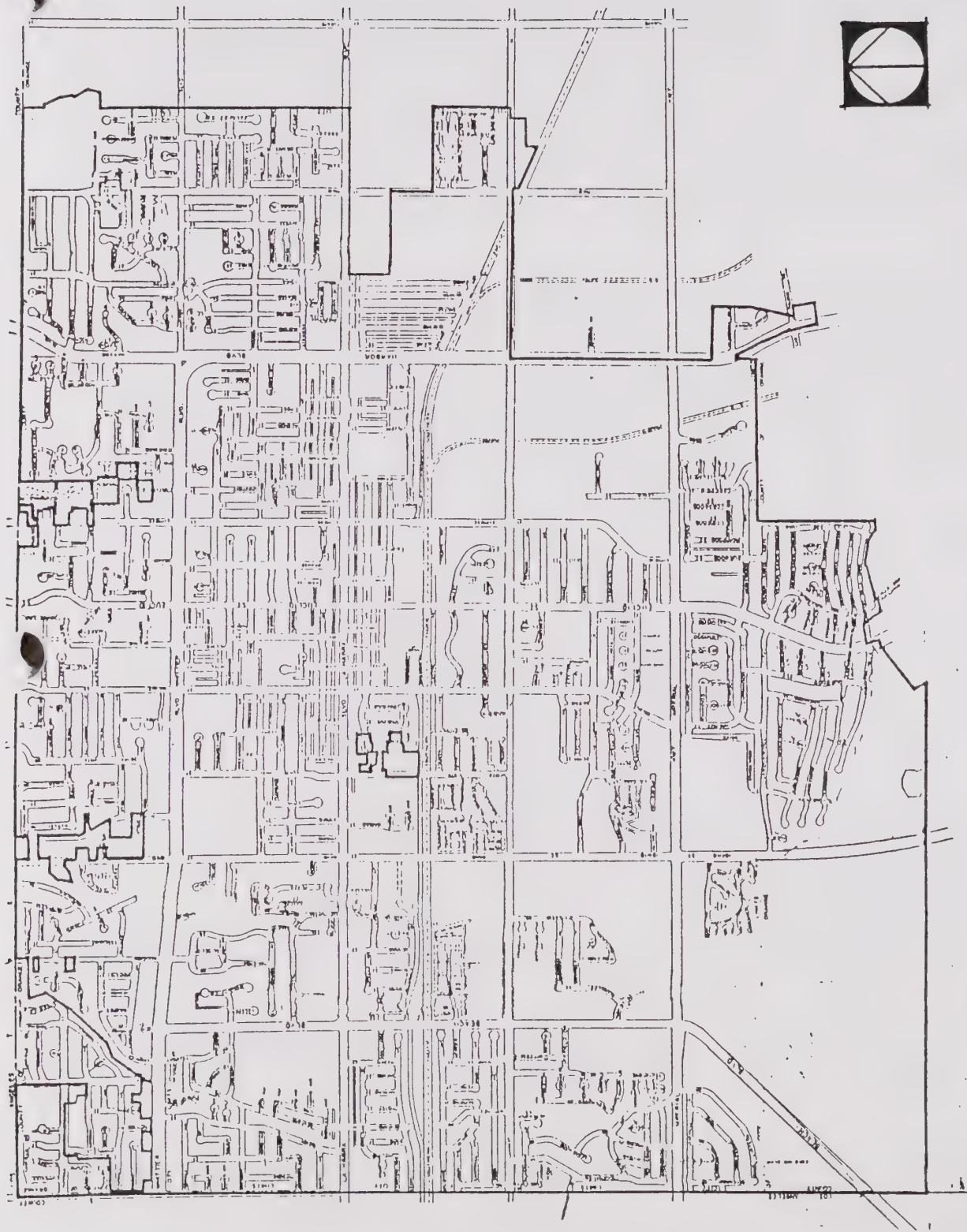
As no archaeological resources have been found within the General Plan area, it is not anticipated that any adverse impacts will occur from future development.

Paleontology

Due to the absence of known significant paleontological resources within the planning area, it is not anticipated that any adverse impacts will result from future development.

Historic

The City will encourage the maintenance of architectural integrity in structures of community historic interest when structurally feasible. The La Habra Boulevard Specific Plan also makes provision for a Spanish architectural theme along the Boulevard to enhance the City's Spanish history.



GENERAL PLAN 2020

City of La Habra

Environmental Impact Report

The Chevron oil field which is considered semi-developed, represents the last planning area for potential development. Development of this 370 acre area will be covered by a Specific Plan after all appropriate environmental documents have been review and certified and entitlements obtained. It is projected that this area will be developed within the time frame of this General Plan and thus, complete build out of the City will occur by the year 2020.

IMPACTS

Land Use Development

Although several elements of the General Plan affect the land use development and renewal of the planning area, the Land Use Element has the most direct influence on developed and undeveloped properties. The Land Use Element designates properties for a variety of land uses and establishes the general nature, character, and intensity of the uses allowed by each category or designation. There are five major categories designated by the Land Use Element of the General Plan, as listed below and explained in the paragraphs that follow.

- Residential
- Commercial
- Industrial
- Open Space/Parks/Recreation
- Public Facilities and Grounds

Residential

Six residential categories are designated by the Land Use Element as listed below:

Very Low/Rural Density

1-3 dwelling units per acre. Low density development in hillside areas where grading is minimized to retain slope stability and to protect scenic resources.

Low Density

4-8 dwelling units per acre. Single family homes developed on conventional lots.

Medium Density

9-14 dwelling units per acre. Multiple family housing condominium developments and apartment housing.

High Density

15-23 dwelling units per acre. Multiple family housing consisting of condominiums and apartment developments.

Transitional Residential/ Commercial

8-23 dwelling units to the acre. The transitional residential commercial category alllies where older residential uses are located in areas which have developed as Neighborhood or Highway Commercial. The long-term goal in these areas is to remove existing low-density residential uses in order to develop , opportunities for large lot commercial development. New low-density residential uses are prohibited in these areas. With City approval, however, it may be appropriate for medium-high residential development.

Mobile Home Parks

Single family detached mobile/manufactured/modular homes developed within a medium density range of 10-13 units to the acre within a mobile home park.

Commercial

Five commercial categories are described in the Land Use Element.

Neighborhood Commercial

Commercial uses in this category are designed to serve the daily or frequent commercial needs of the residents in the immediate vicinity. Common uses include convenience stores, grocery stores, drug stores, laundromat, liquor store, beauty shops, appliance repair, etc. The entire range of eating and drinking establishments are also included in this category.

Commercial Shopping Center/Community Shopping Center

This category provides for commercial uses serving the City wide community as well as the adjacent communities. These type of centers can range in size from 5 to 40 acres. The principal outlet in a community shopping center is usually a variety store, department store, supermarket, or home improvement store. Also to be found in these centers are a range of food, convenience goods, and specialty retail/merchandise commercial uses.

Central Business District

The permitted uses include a broad range of commercial uses that provide service to the immediate downtown area. Compatible uses would include new specialty commercial retail stores, commercial uses directly related to the civic center, parking lots, professional offices, banks, restaurants, mixed-use projects, hotel/motel, and facilities for cultural arts and community events.

Highway Commercial

A highway commercial location is for those commercial uses that are directly related to and dependent on the highway for patronage. Such uses would include auto sales and services, motels, restaurants, service stations, commercial nurseries, and garden supplies, equipment rental, lumber stores, private schools, and meeting halls.

Professional Office

This designation applies to professional business office uses such as private offices, realty offices, law offices, doctors and related medical offices. High density residential development is allow under certain circumstances.

Industrial

There are two types of industrial areas. The categories are described as the following:

Light Industrial

Industrial parks, warehousing, manufacturing, wholesaling and off-street parking facilities.

Commercial/Industrial

Provides for a compatible mixture of commercial and industrial uses in large sites throughout the City. These locations, due to their accessibility and size are suited for large industrial uses, commercial uses or a combination of both.

Open Space/Parks/Recreation

This category is applied to areas set aside for many purposes, including parks for recreation, golf courses, water resources, natural water courses, railroad right-of-ways, etc. This designation sets aside areas for scenic beauty or enjoyment and to a lesser degree, open space necessary to protect public safety.

Public Facilities and Grounds

Designates public uses such as the Civic Center, fire stations, utility substations, schools, and the post office.

Specific Land Use Category

This category is applied to areas of the City which are designated for "specific plans" to be prepared in accordance with the requirements of the California Government Code Sections 65450 through 65507. This land use category is designed to permit the Planning Commission and City Council to designate areas which should merit further planning "as necessary and convenient for the systematic execution" of the General Plan. Currently there are two areas designated for Specific Plan implementation. The La Habra Boulevard Specific Plan has been adopted and encompasses approximately a 2 mile area along the La Habra Boulevard corridor between Beach and Harbor Boulevards. The second area of specific concern is the West Coyote Hills recently annexed. The City's zoning code has been amended to require a specific plan for any future development on the Chevron oil field site.

MITIGATION MEASURES

The City land use controls shall be strictly enforced for all development occurring within the planning area. The project must meet all applicable development standards and requirements established for the designated zones, including the regulation of permitted uses, building heights, setbacks, landscaping and other measures to ensure compatibility with existing land uses.

TRANSPORTATION/CIRCULATION

EXISTING CONDITIONS

Roadways

The Circulation network in the City of La Habra consists of major arterials (120' ROW); primary arterials (100' ROW); secondary arterials (80' ROW); and commuter streets (60' ROW). Major arterials/modified major arterials include Beach Boulevard, Imperial Highway, segments of Lambert Road, Harbor Boulevard, and Euclid Street. The primary arterials/modified primary arterials include Imperial Highway, segments of La Habra Boulevard, Harbor Boulevard, Lambert Road, and Whittier Boulevard. Secondary arterials include Idaho Street, segments of Euclid Street, Palm Street, Whittier Boulevard, La Habra Boulevard, Hacienda Road, Macy Street, and Russell Street. Commuter arterials include Valley Home Avenue, Cypress Street, Walnut Street, and Monte Vista Street. Traffic volumes on the City's roadway system are shown in Fig. 9. Streets having the highest traffic volumes consist of Imperial Highway (34,000 to 43,000 average daily traffic) and Beach Boulevard (24,000 to 31,000 Average Daily Traffic).

The proposed freeways of Imperial Highway and Beach Boulevard exists as part of the Orange County Master Plan of Arterial Highways. Imperial Highway was once thought to have joined the Orange Freeway (SR 57) on the east and the Los Angeles International Airport on the west. Today, Imperial Highway becomes a natural extension for the present construction of the "Century Freeway" that runs from LAX to the City of Norwalk. Likewise, a future freeway that would run north-south and generally parallel Beach Boulevard has also been considered in the past for possible construction within the City. However, this freeway like the pro-posed freeway along Imperial Highway has never occurred and the future possibility that these proposed freeways shall pass within the city appears unlikely.

As a proposed freeway along Beach Boulevard and Imperial Highway appears unlikely to occur in the near future, Beach Boulevard is, however, considered as a "superstreet" in the Master plan of Arterial Highways with possible future consideration for the same along Imperial Highway. The "superstreet" concept is intended to represent an arterial highways category above major arterial highway through measures to improve traffic carrying capacity and facilitate

improved traffic flow along an arterial. The intent of these measures is to minimize conflicts with cross traffic. Hence, the terms "High Flow Arterial" or "Continuous Flow Boulevard" can also be used to describe a "superstreet".

Intersections

Without a freeway corridor, Imperial Highway provides the most efficient and the most heavily used right-of-way within the City. Thus, traffic is concentrated at intersections along Imperial Highway, where flows of traffic, combined with physical lane characteristics may, impede efficient circulation at some intersections. A list of the City's near or overcapacity intersections include:

- Beach/Imperial
- Imperial/Harbor
- La Habra/Harbor

Transit Systems

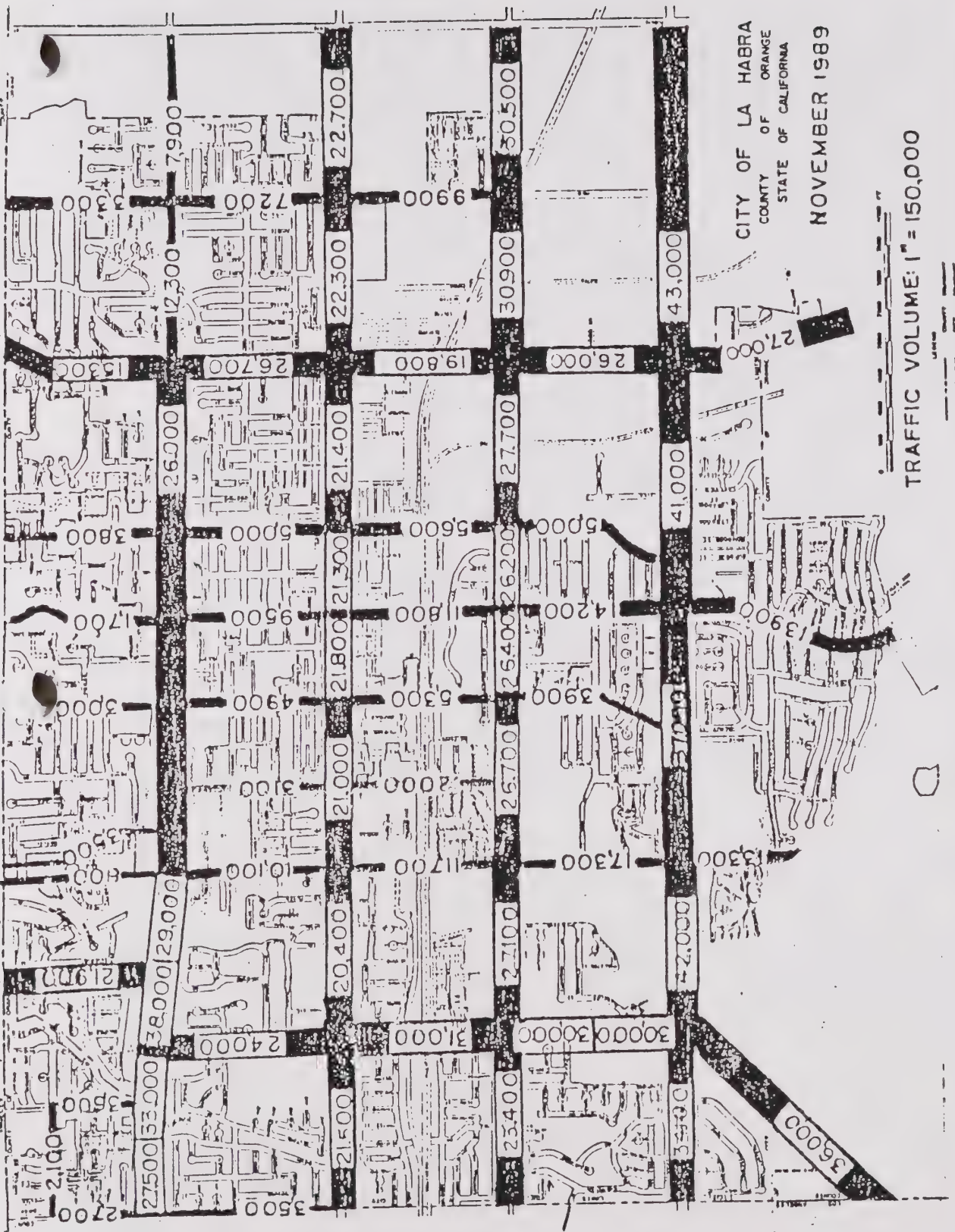
The Orange County Transit District (OCTD) and the Southern California Rapid Transit District provide five transit routes, three and two, respectively throughout the City. Service is provided on all major arterials within La Habra. Several transit routes exist along La Habra Boulevard due to the high number of residential and commercial developments within its vicinity. Both OCTD (route 29/29A) and SCRTD (route 470-471) provide service on La Habra Boulevard from Beach Boulevard to the eastern city limits. OCTD (route 37/37A) provides the only service along Euclid Avenue from First Avenue to the southern city limits. Remaining routes include OCTD route 41, serving predominantly Harbor and Whittier Boulevard and SCRTD route 120, along Imperial Highway.

OCTD also operates a Dial-A-Ride service within the La Habra Corporate boundaries. This service is a demand responsive system, providing automobile transportation throughout the City of La Habra.

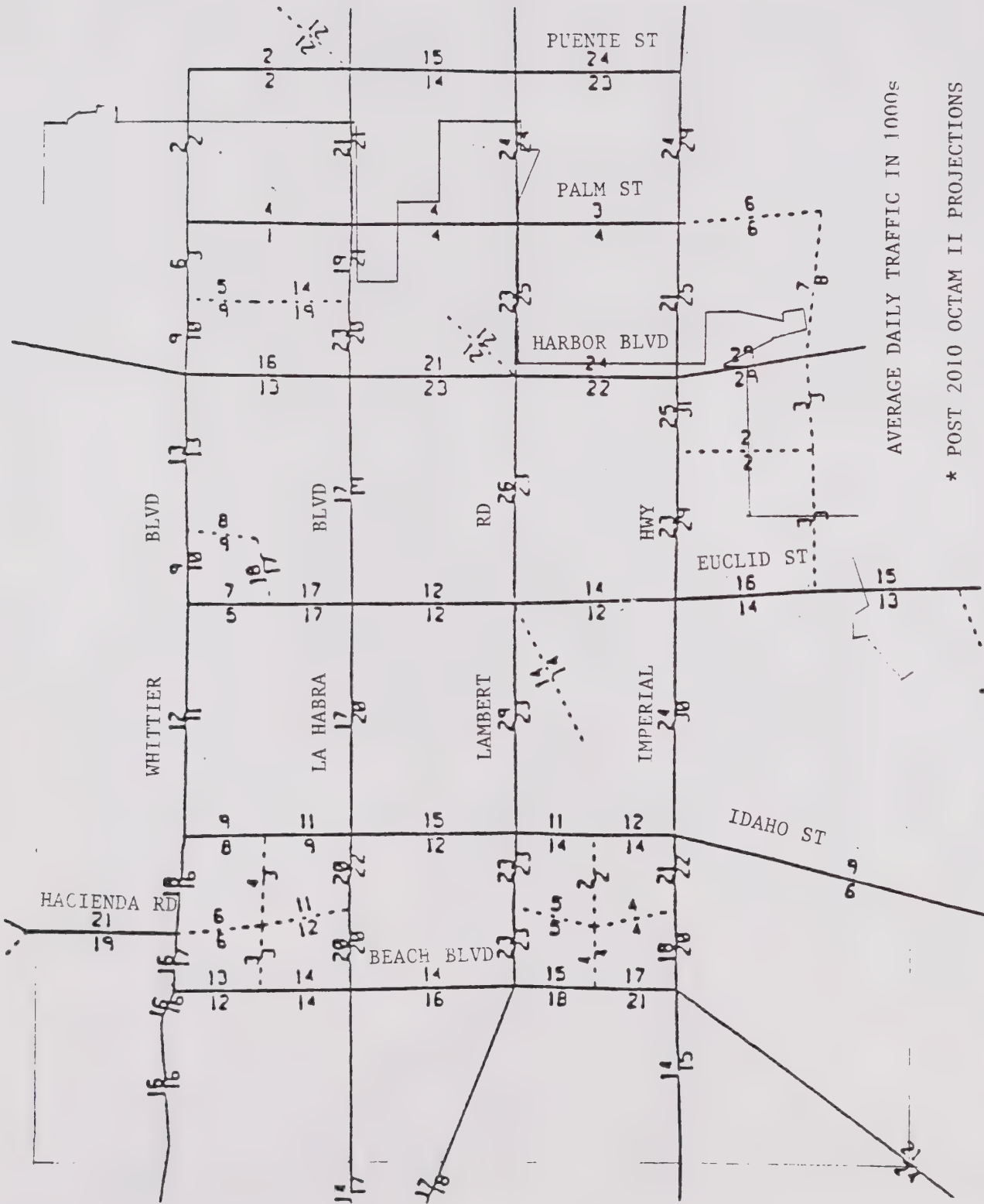
IMPACTS

Future increases in traffic volumes will largely be the result of increasing development in adjacent cities as La Habra is considered builtout with minimal vacant land for future development. Without significant changes in land use, traffic volumes are not expected to increase greatly as a result of future developments in the city.

As demonstrated in Figure 10, the Orange County Transportation and Planning's post 2010 average daily traffic (ADT) projections show significant increases from current traffic volumes throughout the city. A comparison of current and future traffic volumes would



Existing Traffic Volumes



AVERAGE DAILY TRAFFIC IN 1000s

* POST 2010 OCTAM II PROJECTIONS

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indicate that arterials along Lambert Road, La Habra Boulevard, Harbor Boulevard, and Imperial Highway would be severely affected from the increased ADT and result in a deteriorating level of service. Without future improvements, such an increase in volumes of traffic will result in a deteriorating level of service that will constrain traffic flow and increase delay.

The conversion of the Chevron oil fields to a more intensive use will be the only future development expected to result in potentially significant increase of traffic effecting major intersections in the vicinity. Upon the development of this area, an environmental impact report will be required to assess the traffic impacts to the surrounding area. As part of the environmental impact report, the document will address mitigation measures to improve traffic flows within the area.

MITIGATION MEASURES

1. Adopted a development mitigation program to ensure that new growth is paying its share of the costs associated with that growth.
2. Adopted a development phasing program to ensure that a level of service is maintained as new development comes on line.
3. Developed a Five Year Capital Improvement Program (CIP) to meet and maintain both its adopted Traffic Service and Performance Standards.
4. Adopted a Transportation Demand Management (TDM) ordinance of alternative mitigation to reduce single occupancy automobile travel.

NOISE

EXISTING CONDITIONS

Roadway noise is the most significant source of noise in the City. For this reason noise impact contours have been prepared for the major roads and streets traversing the City. Data assembly for the Noise Element of the General Plan indicate that vehicular noise levels are higher near Imperial Highway. Truck traffic generates a greater amount of noise than automobile traffic. Consequently, early morning truck traffic on arterials adjacent to residential areas (such as Lambert Road and Beach Boulevard) has a greater potential for disturbing residents than automobile traffic.

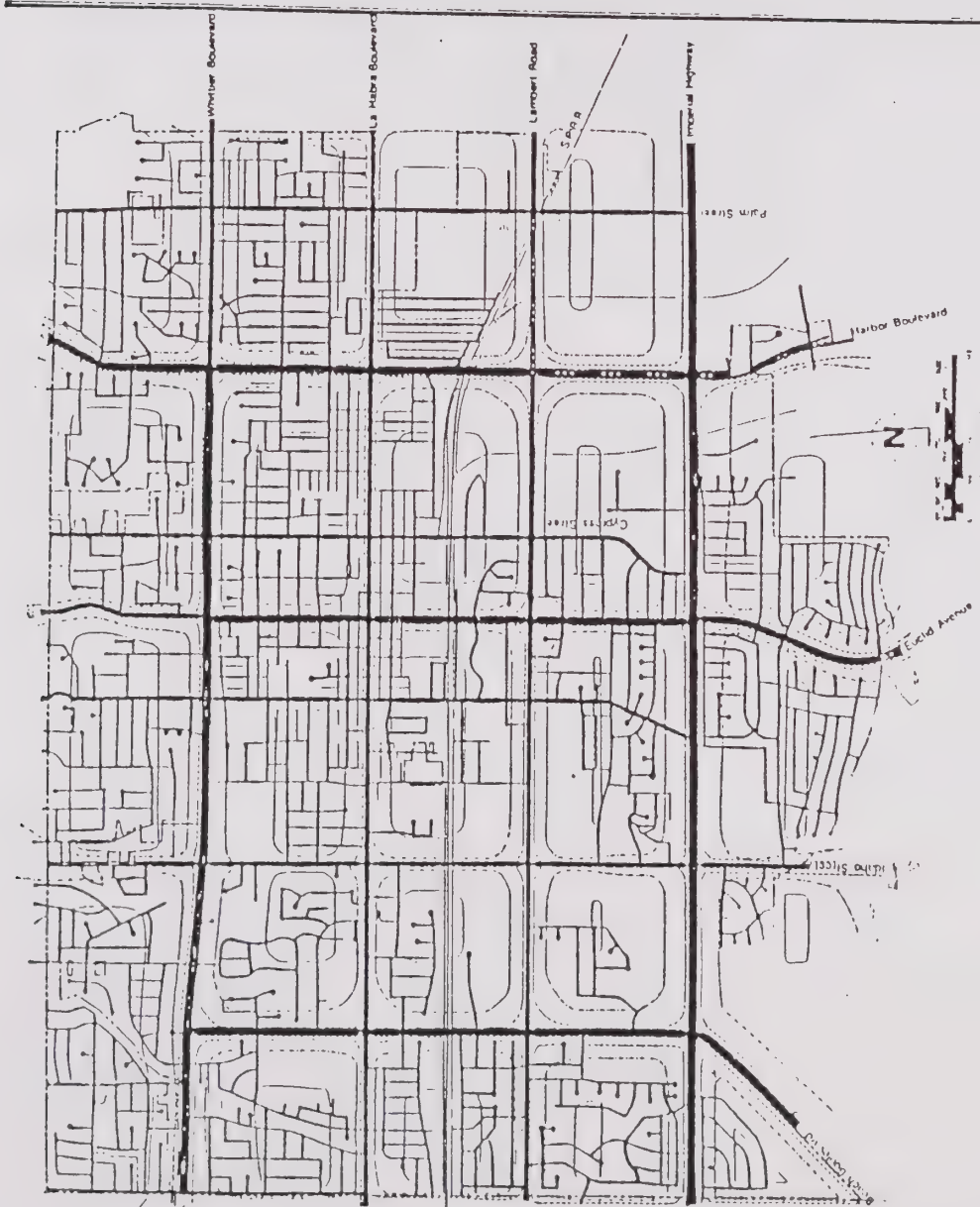
IMPACTS

Significant increases in vehicular traffic noise will result from continued development throughout the City. A greater portion of the population will be exposed to levels of 70 dBA including properties adjacent to La Habra Boulevard, Harbor Boulevard, Whittier Boulevard, and Beach Boulevard.

Legend

- 60 CNEL CONTOUR
- - - 65 CNEL CONTOUR
- - - 70 CNEL CONTOUR

The differences between the 1986-7 contour calculations and those of 1995 are slight and do not warrant illustration.



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LAND USE COMPATIBILITY FOR NOISE ENVIRONMENTS

[illegible]

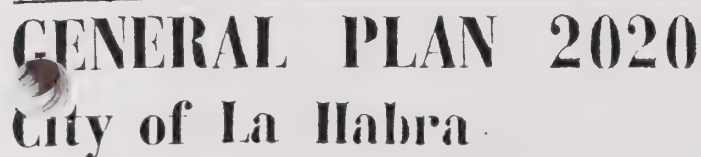
Areas of potential noise intrusion into residential areas as delineated on the scale above as higher than 65

FINAL

70 CNEL CONTOUR

65 CNEL CONTOUR

60 CNEL CONTOUR



Decibel, dB: A unit of measurement describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).

A-Weighted Level: The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter deemphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise.

L10: The A-weighted sound level exceeded ten percent of the sample time. Similarly, L50, L90 etc.

Leq: Equivalent energy level. The sound level corresponding to a steady state sound level containing the same total energy as a time varying signal over a given sample period. Leq is typically computed over 1, 8, and 24-hour sample periods.

CNEL: Community Noise Equivalent Level. The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7 p.m. to 10 p.m. and after addition of 10 decibels to sound levels in the night from 10 p.m. to 7 a.m.

Ldn: Day-Night Average Level. The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of 10 decibels to sound levels in the night after 10 p.m. and before 7 a.m.

Note: CNEL and Ldn represent daily levels of noise exposure averaged on an annual basis, while Leq represents the equivalent energy noise exposure for a shorter time period, typically one hour.

Noise Contours: Lines drawn about a noise source indicating constant levels of noise exposure. CNEL and Ldn are the metrics utilized herein to describe community exposure to noise.

Ambient Noise: The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Intrusive Noise: That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence, and tonal or informational content as well as the prevailing noise level.

Noisiness Zones: Defined areas within a community wherein the ambient noise levels are generally similar (within a range of 5 dB, for example). Typically, all other things being equal, sites within any given noise zone will be of comparable proximity to major noise sources. Noise contours define different noisiness zones.

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Threshold of feeling/pain	120	Rocket engine Ram jet Turbojet, 7,000 pounds thrust
Deafening		Propeller aircraft Boiler factory
	110	Nearby riveter, drop hammer, thunder
	100	Subway and elevated trains
Very loud		Woodsaw, punch press
	90	Loud street noises Noisy factory, screw machine Pneumatic drill
	80	Police whistle, portable sander
Loud		Noisy office Average traffic Normal radio Average factory
	70	
	60	
Moderate		Noisy home Average office Ordinary conversation Quiet radio
	50	
	40	
Faint		Quiet home Private office Average auditorium Quiet conversation
	30	
	20	
Very faint threshold of audibility	10	Rustle of leaves Whisper Soundproof room
	0	

SOURCE: Medical & Legal Consequences of Noise Pollution, AMF Beaird, Inc., May, 1970.

MEASURED AND CALCULATED CNEL VALUES IN dB

Roadway	Distance to Centerline	Calculated CNEL	Measured CNEL
Beach Boulevard	71'	70 dB	69 dB
La Habra Boulevard	34'	70	71
Whittier Boulevard	65'	70	71
Imperial Highway	113'	70	

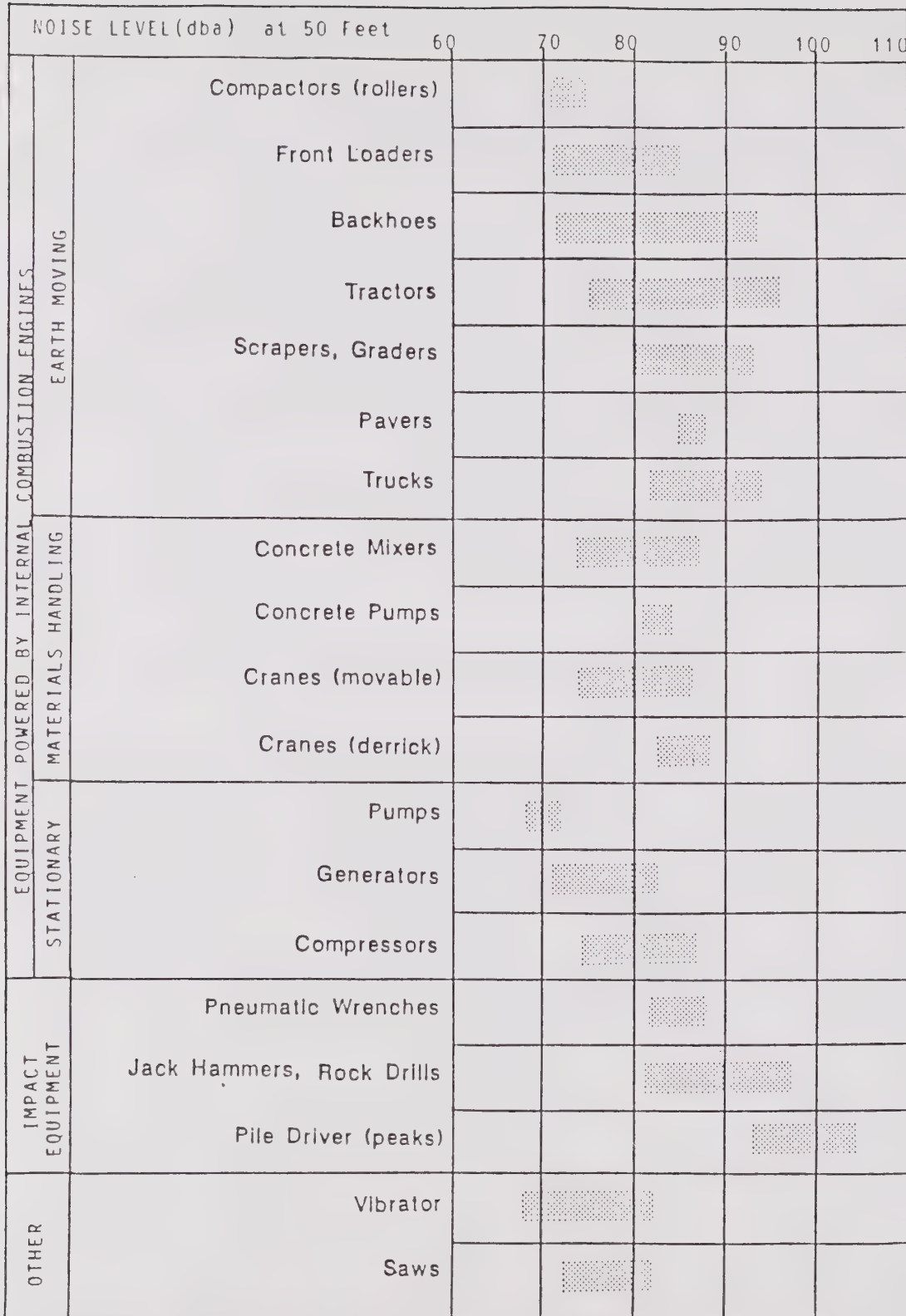
CALIFORNIA HIGHWAY CODE VEHICLE NOISE LEVEL

VEHICLE TYPE	NOISE LEVEL
Trucks and Motorcycles - State Law Maximum	90 dB(A)
Acceleration - Muffled Diesel Trucks	87 dB(A)
Cars & Pickups - State Law Maximum	86 dB(A)
Acceleration - "Quiet Truck"	83 dB(A)
Muffled Diesel Trucks*	80 dB(A)
"Quiet Diesel Truck"	79 dB(A)
California's 1968 Goal for all Vehicles	70 dB(A)
Unmodified Sedan	65 dB(A)
*Unmuffled Diesel Trucks have been measured at	95 dB(A)

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Based upon limited data samples. Source: EPA, 1971 NTID 300-1

MITIGATION MEASURES

The City has adopted the following implementation measures to maintain a healthful noise environment.

- Continue enforcement of the La Habra Noise Ordinance.
- Project applicants will be required to reduce or buffer noise generated by a proposed development if it would otherwise create an unsatisfactory noise environment for adjacent properties.
- Truck traffic will continue to be restricted in certain areas where arterials are adjacent to residential neighborhoods.
- Development plans will continue to be reviewed by City Staff to identify potential noise and land use conflicts.
- All projects will continue to be processed in accordance with adopted CEQA guidelines.
- New construction must comply with California Administrative Code Title 25 structural sound control requirements, which will reduce potential noise impact problems.

Current and future CNEL contour distances from roadway centerlines are presented in the Noise Impact Tables in the Environmental Management Plan portion of the General Plan Technical Appendices and in the Noise Contour Map (see Figures 11 and 12). Through the use of the Tables and Maps presented in the General Plan, land use decisions will be made regarding noise sensitivity. In addition, the information contained in the preceding Tables (5,6,7 & 8) along with Figure 13 can be used to analyze the cumulative noise impacts and to identify areas where site specific acoustical analysis should be required. Schools, hospitals, rest homes, and residential neighborhoods are the most noise sensitive land uses in the City.

VISUAL RESOURCES

EXISTING CONDITIONS

The City of La Habra can be described as a valley nestled between Puente Hills to the north and Coyote Hills to the south. The backdrop of the surrounding hills surrounds the City and dominates the landscape along the city's borders. As most of the City has become developed and more urban throughout its history, the surrounding hillsides has also become increasingly developed for residential purposes. Such uses has continued to dot the hillsides around Puente Hills but has retained many of the vegetative qualities found along the hills.

Presently, the only significant natural visual resources of the City is the semi-natural state of the Chevron oil production fields located at the southern boundary of the City. Though this area is utilized with oil extraction operations, it is an area of some aesthetic visual value because of its natural topography.

IMPACTS

Development in the Downtown area will be subject to design guidelines adopted as part of the Specific Plan process. The Downtown area along La Habra Boulevard will likely see a revitalization of commercial interest through improvements to circulation and developments in the future. Without these measures, the degradation and the reduced economic potential of the Downtown area will be inevitable.

Future development of the Chevron oil fields will alter the aesthetic character of the area. The semi-natural open space may be replaced by low density residential development. Future development of this area will be subject to the design guidelines contained in a required specific plan.

MITIGATION MEASURES

Areas of La Habra that will be most affected by impacts on visual resources include the downtown and Chevron oil field. Future developments in each of these areas will be regulated by design guidelines to protect visual resources and in the Coyote Hills area by additional grading design guidelines. These guidelines should include measures listed below:

West Coyote Hills

1. Preserve and enhance the existing topographic form of the site to provide attractive views from residential units and common open space areas.
2. Maintain minimum disruption of the topographic form of the site by roadways.
3. Implement contour grading techniques to maintain landform integrity.
4. Maximize visual access to the golf course.
5. Maintain the ridgeline at the southern boundary and integrate Fullerton's Specific Plan concepts for a scenic road.

La Habra Boulevard

- 1 To make La Habra Boulevard the "theme" street of the City of La Habra. Recognizing that La Habra Boulevard is an arterial designated street, some areas of the boulevard could be encouraged for pedestrian orientation, by providing safe and convenient street crossing, unique landscaping, lighting, pavement treatment, signage and quality land use developments.
2. To create a new image for the La Habra Boulevard Specific Plan area by encouraging new development and rehabilitation of existing structures that is attractive and inviting and appropriately designed.

PUBLIC SERVICES AND UTILITIES

EXISTING CONDITIONS

Police Protection

Police protection is provided by the City of La Habra Police Department. The Department has a staff of 53 sworn and 26 non-sworn officers and operates 15 patrol vehicles. Emergency response time is approximately three minutes.

Fire Protection

The City of La Habra Fire Department provides fire protection services from the following locations:

Station #1; 850 West La Habra Boulevard (also paramedic unit)

Station #2; 520 South Harbor Boulevard

The Fire Department also participates in a mutual aid agreement with Buena Park, Fullerton, Brea, Los Angeles, and Orange County Fire Departments. Response time is under 5 minutes to all parts of the City.

Electricity

Electricity is provided to the City of La Habra by the Southern California Edison Company (SEC), SEC estimates that service requirements can be met for the planning area without the construction of new facilities. (Currently, the planning area of this plan is served by three electrical facilities maintained by Southern California Edison, the Olinda Substation, the La Habra Substation, and Parkwood Substation).

Natural Gas

Natural gas is provided to the City of La Habra by the Southern California Gas Company. At present, the Southern California Gas Company receives most of its supplies through El Paso's gas transmission line from New Mexico and Texas.

Water

Water service for the City is provided by the La Habra Water Department through existing water lines and facilities. The sources of water for the system are currently the Metropolitan Water District (MWD), 25-35%, 50% from California Domestic Water Service which pumps water from the upper San Gabriel River Basin and 15-20% from one local well.

Sewers

Wastewater is transported through City sewer lines to Orange County Sanitation Department trunk facilities. Sewage from the City of La Habra is conveyed to Orange County Sanitation District (OCSD) plants located in Fountain Valley and Huntington Beach. Recent information obtained from the County of Orange indicates that the facility is near capacity and expansion will be need in the future to meet the demands of District 3 which serves La Habra.

Solid Waste

The collection of solid waste is coordinated by the County of Orange Waste Management Program. Solid waste, collected by the City's contractor, is transported to the Brea-Olinda Landfill. Located off Valencia Avenue just outside the City of Brea, the landfill site accepts Group II and Group III wastes. No sludge, liquid, or hazardous wastes are accepted. The life expectancy of the landfill is projected to be for nine years. At that time, it is expected that operations will be transferred to a suitable replacement site.

Telephone

Pacific Bell provides telephone service to the City of La Habra.

Schools

Three school districts - La Habra City, Lowell Joint, and Fullerton Joint Union High School District - form the education system that serve La Habra. There are 11 elementary (two are currently leased to private schools), 2 junior high schools and 3

high schools (2 public, 1 private). These districts have worked with the City over the years to make their facilities available to the community especially playground areas, which form an important part of the recreational and open space available to residents.

Library

Library services are provided from the Orange County Public Library (La Habra Branch) which is located at the La Habra Civic Center.

Parks

At the present time, a total of 91.73 acres of land within the planning area is developed with public parks. An additional 25.32 acres is proposed for future parks, 2.6 acres of land has already been acquired for these future parks. The City's parks both existing and proposed can be grouped into three specific categories: mini parks, neighborhood parks, and community parks.

IMPACTS

Police Protection

Implementation of the General Plan will result in increased demands for law enforcement services in the planning area. For example, preliminary estimates indicate that additional police officers may be needed to serve the ultimate development of the Chevron oil fields. It is anticipated that additional police officers may be needed to serve the population generated by other development elsewhere in the City. The need for additional personnel and equipment by the Police Department to serve future population would occur incrementally as development occurs in over the next two decades.

Fire Protection

Future development in the City proper would be served by the existing fire stations. Development of the West Coyote Hills area would not likely create a demand for additional staff resources.

Electricity

The level of development resulting from the implementation of the General Plan is within the parameters of projected load growth estimated by the Southern California Edison Company.

Natural Gas

Southern California Gas Company indicates that it has adequate capacity to serve the level of development proposed by the General Plan. The availability of gas service is based upon present conditions of gas supply and regulatory policies. As a public entity, the Southern California Gas Company is under the jurisdiction of the federal regulatory agencies. Should these agencies take any actions which affects gas supply or the condition under which service is available, gas service will be provided in accordance with revised conditions.

Water

As a result of the implementation of the proposed La Habra General Plan 2020 over the 30 year planning horizon, water consumption and fire flow requirements will increase. The estimated water consumption for the proposed uses in the City is expected to increase 20% over the 30 year planning period. The water facilities allow adequate capacity to meet required fire flow for the foreseeable future at projected levels of growth. There will be replacement and expansion of existing systems on a localized basis over a period of years. Improvements will undoubtedly be made to accommodate individual development projects because of the design and construction characteristics. As the proposed General Plan does not substantially increase future population, there will be adequate service capacity to accommodate the implementation of the proposed General Plan.

Sewers

Development associated with the implementation of the General Plan will increase the demand for sewer facilities. No major increase in the capacity of the facilities to receive increased wastewater is required based upon the growth projections of SCAG for the region and the City of La Habra. The District's major trunk sewers in Beach Boulevard and the extension of Coyote Creek Channel have ample capacity to serve the projected future discharges from the implementation of the General Plan. The Sewer Master Plan for the City of La Habra, updated in 1978 (Appendix A of the General Plan), identified a number of deficiencies which need to be remedied including the amount of flow of wastewater to be accepted from La Habra Heights. Under a NPDES permit issued by the California Regional Water Quality Control Board and the Environmental Protection Agency, the District has a discharge limit of biochemical oxygen demand (BOD) and suspended solids (SS). Presently, the BOD in the District's discharge is close to the limit. However, significant land use changes that result in a million gallons per day of additional flow are not expected and therefore, the implementation of the General Plan will not adversely impact the District's facilities.

Solid Waste

At present, the Brea-Olinda Landfill site is expected to close in nine years if mitigation measures as source reduction and recycling programs are not implemented to extend the life of the site.

Telephone

Additional telephone facilities will be required to serve future development. All service will be in accordance with tariffs and regulations on file with the California Public Utilities Commission. Pacific Bell foresees no problem in providing service within the planning area

Schools

There will be an increase in school enrollment in the years ahead as ultimately development occurs within the context of the General Plan. New data received from the school district indicates that the existing schools facilities can absorb the anticipated student increase. In addition, the current number of schools does not account for the level of growth which may occur as a result of the development of West Coyote Hills.

Parks

Parks and recreation facilities needed to serve the proposed General Plan build-out population are identified in the City of La Habra Environmental Management Plan. Planning policies and implementation measures are provided to guide the development of adequate park facilities to serve the needs of La Habra residents.

MITIGATION MEASURES

Police Protection

Impacts to Police Department service can be reduced by the provision of adequate street lighting, security hardware, and clearly marked street names for future development projects. These measures serve to increase the efficiency with which police services can be rendered. Adequate Police Department Staff will be provided as required to reflect the needs of the community.

Fire Protection

Future developments will comply with Ordinance 773, which is the adopting ordinance for the Uniform Fire Code with local amendments. To minimize fire service impacts, developers will incorporate the design requirements of the La Habra Fire Department into the final design of proposed projects. Adequate Fire Department Staff will be provided as required to reflect the needs of the community.

Electricity/Natural Gas

Future development, in accordance with the proposed General Plan will comply with Title 24 of the California Administrative Code which establishes energy conservation measures. Compliance with these measures will help reduce demand for electricity and natural gas resources.

Water

Future development will include the following water conservation measures as required by State Law.

- Low flush toilets (Section 17921.3, Health and Safety Code)
- Low flow showers and faucets (California Administrative Code, Title 24, Part 6, Article 1)
- Insulation of hot water lines in water recirculating systems (California Energy Commission Regulation)

Sewers

The Sewer Master Plan also recommended that a number of measures be taken to correct noted deficiencies. These measures likewise are based upon the ultimate land use capacity of the existing General Plan. Since no major shifts in land use are contemplated in the La Habra General Plan 2020, major increases in either sewage flow or deficiencies are not foreseen.

The La Habra General Plan 2020 sets forth a policy statement and several program objectives which deal with correcting existing and future deficiencies in sewer capacity. Additional funds will undoubtedly be necessary for future expansion of the treatment facilities. It is anticipated that this expense will be borne by bonds issued by OCSD City funding and repaid from increased fees or taxes or other sources.

It is also highly likely that other methods of treating sewage on wastewater will be devised to reduce the volume at the source.

These include recycling to other uses which can tolerate "gray water" (partially treated but not potable) and biological degradation or purification of wastewater and other techniques, many of which have been tested and placed in service in special conditions. It is very likely that such techniques will gain currency improving feasibility and use during the planning horizon to 2020.

Solid Waste

As a means of waste management, a state mandated citywide source reduction and recycling program calls for the preliminary treatment and reduction of the materials to other forms which can be non-polluting or benign in environmental terms on the site where they are generated. Incineration, biological reduction, encapsulation, and other combinations of techniques offer a long range hope for effective management of waste. Plans and zoning ordinances will need modification to permit these uses. The City will assist the County of Orange in determining an alternative landfill site to replace the Brea-Olinda site.

Telephone

No mitigation measures are proposed.

Schools

There is no current demand for additional school sites within the planning area. However, should there be a need to increase school room capacity due to population increase, Senate Bill 201 provides for the ability of school districts and the City to declare, in overcrowded conditions, that the district is subject to impaction and as such may levy developer fees.

Parks

The proposed General Plan contains an Environmental Management Plan that designates approximate locations for parks and trails, providing the City the legal basis to require park and dedication or in-lieu fee as a condition of approval for future residential subdivisions.

IV. OTHER ENVIRONMENTAL CONSIDERATION

IV.

OTHER ENVIRONMENTAL CONSIDERATIONS

A. Regional Impacts

For the purpose of the General Plan, issues of growth management, transportation, and air quality have been combined to facilitate a coordinated and comprehensive approach to regional concerns. It is the intent of the City to assist in the mitigation of regional effects which results from activities generated within and by the City of La Habra. The regional elements will help assist State, County and Regional agencies in their efforts to improve the region's air quality and transportation system. Housing and employment opportunities resulting from the General Plan will induce future growth into the City. The provision of adequate and timely services to accommodate this growth is an objective of the General Plan. The policies of the General Plan strive to meet projected housing and employment demands while protecting the environmental quality of the community.

Growth Management

As issues of growth and urbanization have become an increasing concern, local communities have developed growth management systems to address a few or several of these issues. Toward this end, most local growth management programs employ a number of techniques which include planning and regulatory power, expenditure programs, and various development and planning practices associated with growth concerns. Subsequently, the intent of this project is to address growth issues and develop a program to coordinate residential and commercial development within the City. It is also the intent of this section to participate in the SCAG and county wide Growth Management Program and attempt to achieve consistency with regional goals, objectives, and policies to balance jobs and housing.

To deal with the effects of rapid growth from astronomical housing prices to air pollution to freeway congestion, the Regional Growth Management Plan is one of four regional plans implemented by SCAG toward improving the regions transportation mobility, its patterns

of growth, and its air quality. The Regional Growth Management Plan outline the growth expected in the region and a desired forecast of its distribution between jobs and housing over the next 20 years. a total population of 18.3 million is forecast for the SCAG region by 2020. Within the air basin, which includes the counties of Los Angeles, Orange, and Riverside, and the non-desert portion of San Bernardino County, the projected population is 15.5 million.

The Growth Management Plan aims at creating a better balance of future jobs and housing within subregional areas. Existing housing and jobs are not effected, but the goal of the Growth Management Plan is to adjust growth patterns for 5 percent of new housing units and 9 percent of new jobs. If this improvement is to be effective, this balance must address the issue of the type and cost of housing and the type and pay of jobs in those subregions. Among the measures that the local governments can use to attain jobs/housing balance targets: require mitigation measures to be borne by the developer, if the project worsen the job/housing balance in a subregion; establish local and regional priorities for building infrastructure needed to support jobs/housing balance; locate new major facilities that are job inducing in job-poor subregions and those that induce housing in subregions that are housing poor. Governments in Southern California now subsidize and regulate growth through programs of capital improvements, regulations, exactions, and zoning. Many of the actions proposed simply enhance the current system to incorporate regional jobs/housing balance actions.

For the City of La Habra, the Northwest Orange County subregion is considered urbanized as most of the growth in this area is due to infill, redevelopment, and recycling. Under the alternative subregions proposed by the City-County Coordination Committee, this subregion will remain balanced despite Orange County Projections (OCP-88) forecast that employment will increase considerably more than housing in this area over the next 20 years. In the Northwest Orange County Subregion, housing and employment is projected to grow by 45,200 units and 149,400 jobs between 1990 and 2010. In 1990, the Northwest Orange County subregion is considered balanced (1.22) of the number of jobs to housing and is projected to remain balanced despite considerable growth in jobs (1.43) by the year 2010. As a result, these subregions more accurately reflect existing and projected future development patterns and identifies many of the common issues within these subregions to increase cooperative planning and thus result in more significant reductions in vehicle miles travelled (VMT) than the SCAG subregions.

The City of La Habra is currently 99.4 % developed and as a result of this condition, a minimal amount of growth is anticipated for La Habra in relation to its total developed employment, housing and population sizes. The City of La Habra will comply with the conformity requirements of SCAG for the preparation and review of Environmental documents as required in CEQA on the type and size

of the project. The creation of subregions and the designation of these subregions in regards to job/housing balance, has yet to be determined by SCAG.

Transportation

The City's transportation system reflects to a large degree the special transportation needs which exists in La Habra. With a large residential population and relatively limited commercial and industrial sector, the city does not produce a significant amount of traffic on many of its' surface streets. However, with several arterials which serve a region wide area, a large portion of La Habra's traffic generation is the result of through traffic that does not end or begin within the City boundaries. The resulting patterns of traffic and volume are, therefore, concentrated along many of these arterials such as Beach Boulevard which also serve many of La Habra's commercial and industrial areas.

As growth continues within the region and within the City of La Habra, future traffic volume projections will increasingly strain the roadway capacity of the existing street system as defined in the Orange County Master Plan of Arterial Highways. For many of La Habra's streets and intersections, projected levels of service for the year 2020 will worsen from an already near overcapacity situation. As average daily traffic increases on La Habra streets and intersection, there becomes a greater need to expand current capacity to meet the growing use of La Habra's street system. In an effort to maintain or improve existing levels of service along local streets and roads, the City of La Habra has developed various measures to mitigate traffic impacts of future developments. These measures include:

1. Adopted a development mitigation program to ensure that new growth is paying its share of the costs associated with that new growth.
2. Adopted a development phasing program to ensure that levels of service is maintained as new development comes on-line.
3. Developed a Five Year Capital Improvement Program (CIP) to meet and maintain both its adopted Traffic Services and Performance Standards.
4. Adopted a Transportation Systems Management (TSM) ordinance for the employees of the City of alternative mitigation to reduce single occupancy automobile travel.

In an effort to address issues of regional significance and maintain an efficient transportation system, the Regional Mobility Plan is part of the Southern California Association of Governments

(SCAG) overall regional planning process which includes the Growth Management Plan, the Housing Allocation process, and the South Coast Air Quality Management Plan. The goal of the Regional Mobility Plan is to recapture and retain the transportation mobility levels of 1984. Because with 5 million additional people in the year 2010, daily freeways will increase 43 percent.

To attain the goals and objectives of the RMP, cities and counties must implement actions and control measures that are mandated by Federal, State, and regional agencies. These actions and measures in conjunction with AQMD include trip reduction strategies, peak period truck travel and traffic flow improvements. Other actions include growth management and local streets and bicycle/pedestrian programs. As many of these actions and measures have specified time periods to meet implementation deadlines.

Presently, the City of La Habra has reduced vehicle trips to reach a 1.63 average vehicle ridership level exceeding the 1.5 average vehicle ridership level established through Regulation 15 by the Air Quality Management District. Under Regulation 15, the City and other major employers with 100 or more employees have implemented trip reduction programs by increasing the number of employees reporting to a site to the number of vehicles driven to a site. The average vehicle ridership ratio (AVR) of 1.5 (the number of employees to vehicles for each site) must be achieved by July 1, 1990 deadline. Future expansion and implementation of trip reduction programs will result during the planning horizon. Other transportation demand measures include the use of high occupancy vehicles such as buses or vanpools, alternate transportation modes such as transit or bicycling, preferred parking for ridesharing or car/vanpools and many other types of management of the systems, vehicles and occupants. The use of these measures will grow as funding for these measures become available.

Air Quality

The 1989 Air Quality Management Plan (AQMP) identifies a comprehensive control program that would lead the South Coast Air Basin into compliance with all federal and state air quality standards by the year 2007. The 1989 AQMP identifies control measures that are needed to attain clean air standards and contingency measures that will be considered if the control measure strategies fails to meet standards.

The AQMP is a long range plan to reduce air quality impacts of growth in population, housing, and employment. The Growth Management Plan and the Regional Mobility Plan in conjunction with the AQMP formed a comprehensive program that defines the source and nature of the pollutants and guide the region into compliance with all the state and federal air quality standards. In Orange County, air quality information is collected primarily by the South Coast Air Quality Management District (SCAQMD). One air quality monitoring station is located within La Habra and determines ambient air quality conditions in the City. The most

recent measurements indicate that ozone concentrations and suspended particulates continue to be the most serious air quality problems in the area.

The population, employment, and industrial growth associated with the implementation of the General Plan would result in increased air pollutant emissions. The major components of this increase result from increased energy use, increased vehicular travel, and the creation of the stationary sources. Without significant changes in land use, traffic volumes are not expected to increase greatly as a result of future developments in the city. Nevertheless, increasing source emissions will result as future increases in traffic volumes will serve continuing growth and development in adjacent cities as La Habra is considered builtout with minimal vacant land for future development.

To promote job/housing balance and reduce vehicle miles travelled (VMT) in Orange County, a number of proposals have groupings of cities to establish subregions that share common interests and concerns. The creation of SCAG subregions for Orange County and in particular for the City of La Habra has yet to be finalized. Currently SCAG and the County of Orange in conjunction with local government agencies are in the process of creating the subject subregions.

To mitigate the impacts of air pollution, the City of La Habra has implemented the following programs and measures:

1. The City of La Habra adopted a commuter transportation plan (Regulation 15) for city employees. The plan includes alternative work schedule (9/80) for employees that participate in the ridesharing program or in any other trip reduction plan (walking, bicycling, or public transportation) that would contribute to the reduction of vehicle work trips.
2. Through Regulation 15, the City must reduce single occupant vehicle ridership to increase the average vehicle ridership ratio (AVR) to 1.5 (the number of employees to vehicles for each site). Additionally, the City would assist any business that is interested in implementing a trip reduction program.
3. A system to improve traffic flow has been installed along La Habra Boulevard between Idaho Street and Harbor Boulevard. By early 1990, the project would be extended to synchronize signal lights along Harbor Boulevard and Lambert Road.
4. The City of La Habra is committed to conserving energy and reduce pollution associated with the production of electricity. The City encourages the use of solar energy wherever it is appropriate and economically feasible to do so (e.g. solar heated swimming pools).

B. Short Term vs. Long Term Effects

THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

The City is currently built out and this General Plan update does not significantly alter any existing land uses or resources of this already urbanized City. The only major potential environmental impact identified in the General Plan update, is the future development of the Chevron USA property recently annexed into the City. This area of approximately 370 acres of oil field production land is currently in a semi-natural state. This site is located at the southern boundary of the City in an area developed basically with single family residential tracts and abutting the City of Fullerton which has adopted a Specific Plan for low density residential development at its northern boundary. The area also has a difficult topography, it would appear, that any future development of the site would be best utilized for low density residential development with significant open space, rather than a more intense continued industrial usage. Because of the various environmental factors involving this land, any future development of this site would require an extensive environmental assessment and a Specific Plan for development implementation.

Implementation of a specific plan for this area will likely result in a number of environmental consequences. Although many of these effects are probably mitigatable, they will collectively constitute a long term commitment of resources by the City. If approved, development of the project will provide for residential dwelling units which will enhance the economic base and relieve the social pressures for housing in the City and County. Open space and recreational uses in the project area will be available to more residents than the currently private utilization of the land by a single property owner.

Ultimate development of the Chevron USA oil fields will likely impact the physical environment by a loss of some natural open spaces to urban development, disruption or loss of natural habitat and alteration to the existing land form. Mitigation measures of the General Plan include preservation of natural topography in the consideration of the development design, and provisions for usable and aesthetic open spaces. The advantages of postponing development are difficult to analyze as the long-term alternatives for urban uses of the property are largely unpredictable.

Development of this last planning area will involve short-term construction activities. These activities may create localized impacts, e.g. construction noise and traffic etc., which will likely have an adverse effect upon nearby residential and business activities. The adverse impacts associated with project-related construction will cease with the completion of this activity and as such will not have an adverse impact on the maintenance and enhancement of long-term productivity.

C. Irreversible Effects

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES SHOULD THE PROJECT BE IMPLEMENTED

Development by the private sector in accordance with the guidelines of the General Plan will represent a long-term commitment to urbanization in previously undeveloped areas since it is unlikely that the land will revert back to its vacant states. Development in accordance with the General Plan guidelines will eliminate the availability of land for alternative uses during the economic life of the newly developed areas.

Although a significant portion of the Chevron USA oil field will remain in some form of open space and recreational use, development of other portions will involve irreversible changes to the natural topography. Buildings and improvements (consistent with General Plan policies) will commit property to a certain level of land use intensity for the next 30 to 75 years. Development of the vacant areas and revitalization of existing neighborhoods will irreversibly commit energy resources also energy resources will be consumed during construction and completed projects will increase the demand for energy services.

CUMULATIVE IMPACTS

Implementation of the updated General Plan is basically the continuation of the existing urbanized city. There are no significant changes anticipated by the implementation of the of the General Plan which would reverse the existing status quo of the City. The present ambient noise levels, and traffic volumes levels of the city are not uncommon for an urbanized area. However, the cumulative impact of future growth will continue to impact noise, traffic and air quality. With ultimate development of the Chevron USA site, project noise levels and traffic levels will increase in the area and add to the cumulative city wide impact. The cumulative impact on the urbanized city therefore, will not significantly effect the region as a whole, though major focus of the General Plan is to participate as feasible, in the regional provision of efficient transportation systems which will reduce the overall traffic and air quality impacts.

Ultimate development of the plan will contribute to the cumulative loss of semi- open space under private ownership in northern Orange County. Over the past 25 years, the growth of Orange County has accelerated rapidly, transforming it from a semi-rural to an urban environment. Implementation of the General Plan will incrementally contribute to this trend. The projected level of development will add to the demand for public services.

D. Growth Impacts

GROWTH-INDUCING IMPACTS OF THE PROPOSED PROJECTS

Housing and employment opportunities resulting from the General Plan will induce future growth into the City. Because of the desirability of La Habra as a residential and employment location, it is anticipated that growth would occur in any event. The Ultimate growth in the City in terms of housing will relieve some of the imbalanced of housing demand in a job rich county. The provision of adequate and timely services to accommodate this growth is an objective of the General Plan. The policies of the General Plan strive to meet projected housing and employment demands while protecting the environmental quality of the community.

V. UNAVOIDABLE ADVERSE IMPACTS

V. UNAVOIDABLE ADVERSE IMPACTS

The following is a summary of the potential unavoidable adverse impacts which may be expected to occur upon completion of development consistent with the guidelines of the proposed project.

AIR QUALITY

- Short-term air quality impacts associated with the construction phases of future development (eg., construction, equipment, emissions, etc.).
- Long-term stationary and mobile source air emission increases.

GEOLOGY, SOILS, AND TOPOGRAPHY

- Landform modifications associated with grading for the construction of roads and building areas.
- Short-term exposure of underlying soils to increased erosion by wind and water during grading and construction phases.
- Potential surface rupture hazards to habitable structures along the Whittier Fault Zone.
- Potential strong seismic related groundshaking hazards to future development near the Whittier Fault Zone.

HYDROLOGY

- Increased storm runoff volumes and velocities through the downstream drainage systems due to the construction of buildings, roads, and other impervious surfaces.

- Short-term increased sedimentation potential during grading and construction phases.
- Long-term water quality impacts associated with urban pollutants (eg., oil, grease, heavy metals, debris, etc.).

BIOLOGICAL RESOURCES

- Loss of vegetation and wildlife displaces from development in the West Coyote Hills area.

LAND USE

- Substantial alteration for open space and agricultural lands within the City.
- Intensification of land use within portions of the Downtown area.

TRANSPORTATION/CIRCULATION

- Contribution to the local and areawide need for expanded transportation systems.

NOISE

- Acoustic impacts occurring from increased traffic and urban activities.

VISUAL RESOURCES

- Permanent alteration of scenic areas as development replaces agricultural and open space uses.

PUBLIC SERVICES AND UTILITIES

- Increased demands on fire, police protection, schools, libraries, health services, solid waste disposal, and telephone services; increased consumption of water and energy supplies, and increased wastewater generation treatment demands. None of these impacts are found to be significant, and can with the application of the recommended mitigation measures, be further reduced to more insignificance or eliminated from consideration. Also individual projects will be assessed separately for more implementation of the General Plan.

VI. ALTERNATIVES TO THE PROPOSED PROJECT

VI. ALTERNATIVES TO THE PROPOSED PROJECT

This section of the EIR describes the alternatives considered during plan preparation stages and environmental analysis. The alternatives described take into account adopted and proposed major redevelopment and specific plan areas that cumulatively represents the key areas of the city. These plans are as follows:

1. La Habra Boulevard Specific Plan (Adopted):
(Downtown La Habra, between Harbor and Beach Boulevard)
2. Specific Plan for the West Coyote Hills area (Proposed)
(Chevron USA oil extraction fields)
3. Alpha Four Redevelopment Area (Proposed)
(Three commercial centers, Beach/Whittier, Euclid/La Habra Boulevard and Harbor/La Habra Boulevard)
4. Delta One redevelopment Project (Adopted)
(Imperial Highway corridor, between Beach and Pacific Rail Road Tracks)

These various plans if implemented, will cause the development of land in the City, in accordance with the guidelines and policies of this proposed General Plan. Thus, alternatives to these redevelopment and specific plans as previously considered during their preparation are described in this section to indicate alternatives to the implementation of this proposed General Plan.

The "no project" alternative is, in fact, the General Plan adopted in 1974 for each pertinent area. The basic land uses designated by the adopted 1974 General Plan are summarized briefly to establish a basis for comparison.

For added comparison, dissuasion regarding proposed land use changes for this General Plan will be compared with existing land uses of the current General Plan.

1. La Habra Boulevard Specific Plan

No Project Alternative

The 1974 General Plan recognized the decline of the central business district as nearby development of successful modern, neighborhood, community, and regional shopping centers began to prosper. Efforts have included expansion and development of the City's Civic Center as the "hub" of downtown La Habra and a development of a commercial-residential area that would include high density apartments with limited commercial uses such as offices and light retail establishments. Such action would attract a substantial population and purchasing power who would find it convenient to shop there.

The "No Project" alternative would entail no Specific Plan for downtown La Habra. It is expected that the present land use, circulation and aesthetic conditions would continue or decline. Isolated revitalization or redevelopment may occur but would lack an overall coordination approach to create a specific land use pattern which achieves the broader aims of the City enhancing the image and quality of development in a theme consistent with the larger community and the historical roots of the City of La Habra.

Circulation improvements proposed by the City in the Specific Plan may still occur in the no project alternative but the improvements would not be coordinated with new land use development standards and design guidelines. Present levels of service on La Habra Boulevard may decline before any improvements occurs. As part of a larger "package" of incentives the circulation improvements contribute towards a more aggressive City policy of re-establishing the downtown area as a major focal point in the City of La Habra. The no project alternative holds no such goal for improvement of circulation conditions of La Habra Boulevard and congestion at major intersections would remain unmitigated.

La Habra Boulevard Specific Plan Alternatives

In 1985, a Specific Plan was proposed to guide future development in the downtown area. The La Habra Boulevard Specific Plan was officially adopted in 1988 and the General Plan was amended accordingly. The alternatives considered for the downtown area are summarized in the following paragraphs.

General Upgrade (Alternative 1)

Alternative 1 is characterized as a "general upgrade" of existing uses on La Habra Boulevard along with the introduction of some new uses. Elements which distinguish this alternative include:

- upgrade La Habra Circle, Harbor Central Plaza and La Habra Plaza commercial centers at Beach Boulevard, Harbor Boulevard, and Walnut Street;
- provide opportunities for more multiple family residential on La Habra Boulevard;
- provide off-street parking in areas of greatest need;
- establish two "mini-parks" on La Habra Boulevard;
- reduce isolated residential uses on La Habra Boulevard between Monte Vista Street and Walnut Street;
- implement a cosmetic upgrade of the Civic Center (thematic landscaping, signage, etc.);
- create a new auto related commercial center east of Cypress Street; and
- expand the corner of La Habra and Harbor Boulevards for auto sale and repairs.

Redevelopment Project (Alternative 2)

This alternative assumes the creation of a new redevelopment project area west of the Civic Center area. Although some of the characteristics of this alternative are included in the previous alternative, there are several new uses that indicate slightly different priorities or emphasis. Alternative 2 can be described as follows:

- upgrade commercial centers located at Beach Boulevard, Harbor Boulevard, and Walnut Street. In addition to upgrading these centers, La Habra Square should implement both a signage and landscaping program to improve the appearance and utilization of this center;
- develop new multiple family residential units at several locations along the corridor;
- develop a new mini-park in conjunction with multiple family residential on La Habra Boulevard;
- phase out older commercial uses on La Habra Boulevard between Monte Vista Street and Walnut Street and encourage new residential development;
- create a redevelopment project on La Habra Boulevard between Walnut Street and Euclid Street. Additional commercial retail, shops, and offices would be developed in the redevelopment area. Major off-street parking would also be established in this area;

- renovate the Civic Center to include a new parking and circulation plan, landscaping, signage, lighting, and installation of new street furniture;
- create a new auto related commercial center east of Cypress Street along with the continued development of auto dependent commercial uses on La Habra Boulevard; and
- expand existing automobile sales at the corner of La Habra and Harbor Boulevards.

"Promenade" and "Town Plaza" (Alternative 3)

This alternative would concentrate on creating a "promenade walk" west of the Civic Center and a "town plaza" in front of the existing City Hall (Figure 15). Much of this area is already developed with buildings characteristic of the Spanish theme architecture. Creation of the town plaza would link El Centro Park on the east with the "promenade walk" commercial block on the west. Uses in this alternative would include the following;

- upgrade commercial centers at Beach Boulevard, Harbor Boulevard, and Walnut Street. La Habra Square would also add more significant landscaping and uniform signage;
- develop new multiple family residential developments along the Boulevard;
- develop one new mini-park in conjunction with a multiple family residential project which would provide open space on La Habra Boulevard;
- create a new entertainment center at Monte Vista Street for a restaurant, theater, and shops;
- phase out older commercial uses along La Habra Boulevard between Monte Vista Street and Walnut Street and replace with residential development (low to medium density);
- develop major new off-street parking in key areas along the Boulevard;
- acquire the entire block west of the Civic Center and plan for a new commercial "promenade" center. This would involve widening and improving the existing alleyway, rehabilitating older commercial structures, new construction, creating an open pedestrian oriented walkway through commercial shops, restaurants, offices, and specialty retail stores. Off-street parking would be created to serve shoppers and a "window" to the Boulevard would be developed to enable convenient pedestrian access to this new center. Such a project could become the show-place of La Habra and develop a substantial noon hour clientele from nearby businessmen and Civic Center employees;

relocate Civic Center offices and other uses located on La Habra Boulevard in front of City Hall to Euclid Street opposite the Police Station and library;

- create a "Town Plaza" linking El Centro Park and the "promenade walk." The town plaza would include use of thematic landscaping, street furniture, redesign of the parking serving City Hall, open space, new signage, use of architectural/design elements characteristics of the Spanish architectural theme, and new street lighting. The town plaza would also become the location of outdoor civic center and community service activities;
- continued development of auto related and dependent commercial along La Habra Boulevard; and
- create new restaurant opportunities on and around Harbor Boulevard.

Recommended Alternative

The recommended alternative is generally designed to express or capture the intent of the City's previous Revitalization Study and the most recent goals and objectives of improving the design, function, and character of La Habra Boulevard. This alternative represents a combination of elements from the three alternatives discussed above. The major elements of this alternative can be classified into three categories: Circulation, Urban Design, and Land Use. This alternative has been used as the basis of the Land Use Concept Plan (Figure 6).

The recommendations for the circulation aspects for the Plan include:

- the creation of new left-turn lanes;
- the establishment of off-street parking to replace the eliminated on-street parking; and
- the implementation of a phased landscaping program of the median and curbs.

For the urban design category the recommendations include:

- the use of thematic palm trees on both sides of the street;
- the use of "gateway" palm trees; and
- the preparation of development standards, such as minimum lot size and frontages.

The land use category contains recommendations to:

- establish a redevelopment survey area west of the Civic Center;
- designate isolated single-family residences as "floating residential", with plans to eventually phase these areas out and encourage commercial development;
- maintain the provisions set forth in the existing redevelopment projects; and
- develop opportunities for multiple family development and a possible mini-park along the boulevard.

West Coyote Hills

Located at the southwestern end of the City is the Chevron Oil Research facility and oil fields. The area currently utilized for oil production consists of approximately 370 acres. The development of this area for other uses not related to oil production will require the preparation and approval of a Specific Plan.

The primary reasons for requiring a Specific Plan for the scope of this site is to assure a high quality of development consistent with the City community objectives and to provide for development design standards that are sensitive and unique to the natural physical characteristics of the site.

It is projected that development on the hillside would be limited to very low density for residential development. It is projected that the hillside could ultimately be developed with approximately 1,000 units along with recreational facilities.

Alpha Four Redevelopment Project

"No Project" Alternative

Proposed Alpha Four Redevelopment Project intends to analyze and revitalize three major commercial corner in the City. They include Subarea 1, the northwest corner of Euclid Street and La Habra Boulevard; Subarea 2, the southeast corner of Beach and Whittier Boulevards; and Subarea 3, the northwest corner of Harbor and La Habra Boulevards. The proposed plan includes the possible preservation of some community historic buildings within the downtown corridor.

The "no project" alternative would perpetuate existing conditions. With this alternative, it is anticipated that the project study area would continue to decline physically and economically. Problems of underutilized parcels, inadequate parking and

structural deterioration would continue. Without the assistance of the Alpha Four Project, structures that reflect the City's early heritage may be altered or become dilapidated due to lack of maintenance. Public improvements proposed as part of the Alpha Four Project would not occur with this alternative.

Impacts associated with the proposed Alpha Four Project may consist of the relocation for some establishments, traffic and noise generated by new commercial growth and temporary noise impacts from construction activities. These impacts would not occur with the no project alternative.

However, the Alpha Four project would require the following mitigation measures:

- Traffic studies will be prepared, as warranted, when site specific projects are proposed.
- Construction activities will be limited to weekdays during the daylight hours.
- An acoustical study will be required for any construction proposed with the 70 CNEL contour.
- Relocation assistance will be provided in accordance with State Relocation Guidelines.
- All site specific projects will be subject to review by the Planning Commission in accordance with normal project application procedures.

Commercial/Residential Alternative

This alternative would consist of developing lots fronting on La Habra Boulevard with commercial uses and developing lots north of the alley with residential uses. This would be compatible with existing residential development on the north side of Erna Avenue and the west side of Lois Street. The alley would provide an acceptable buffer from commercial uses along La Habra Boulevard.

Historic structures along La Habra Boulevard could be preserved with this alternative. However, without the potential parking area provided by properties north of the alley, adequate parking could not be developed to serve commercial uses effectively. Circulation impacts would be likely to occur in Subarea 1 with commercial traffic parking along residential streets.

Proposed alternative if approved, is the regeneration of commercial enterprise in all three subareas which will improve the commercial enterprise in all three subareas which will improve the economic, physical and social environment of the project area. In Subarea 1, hazardous building will either be removed or renovated to meet current seismic standards. Vacant land will be utilized to

provide needed parking to support commercial uses. A design theme known as "Old Settlers Plaza" will be implemented to preserve and enhance the heritage of the block.

The redevelopment of Subarea 2 will result in higher and better land uses along one of the City's major commercial corridors. An integrated development theme for Subarea 2 will visually improve the image of the City at this important "gateway" to La Habra. No residential uses exist in Subarea 2. Potential relocation will only involve business establishments.

The redevelopment of Subarea 3, which is a deteriorating neighborhood commercial center, located at the northeast corner of Harbor and La Habra Boulevard will encourage and assist in the economically and physically blighted parcels in a manner which will strengthen, rather than detract from, the economic vitality of the community.

Delta One Redevelopment Project

The implementation of the Delta One Redevelopment Project involves the economic revitalization and execute public improvements of some 115 acres of commercial, industrial zoned land and portions of the Imperial Highway between Beach Boulevard and approximately Leslie Street.

"No Project" Alternative

The "no project" alternative would allow the existing blight and land use incompatibilities in the project area to persist. Without remedial action, the blighted conditions in the project area may spread and become more pronounced, and exert greater negative influence on the quality of life in adjoining neighborhoods. In addition, a significant potential increase in municipal/commission revenues would not be realized, and the economic decline that has been experienced in the area could continue.

The "no project" alternative would avoid or at least delay some of the potential impacts associated with the proposed project such as possible relocation of site occupants or the acquisition of private property. However, the project area has been designated for uses that are generally the same as those proposed. Therefore, if the project area is ever upgraded or revitalized it is expected that it will occur in a manner similar to that which is presently proposed.


Any other alternative plan for this area would require extensive General Plan and Zoning land use changes. Alternatives land uses would be adversely impact by existing noise and traffic levels in the area and may therefore, add to the incompatibly of land uses in the redevelopment area.

Approved Alternative

The Redevelopment Agency intends, through the implementation of this plan to eliminate blight in the Project Area and prevent its spread to other areas, to facilitate the full development and redevelopment of the area, and to make certain improvements to the infrastructure of the area which are necessary in order for these projects to occur.

The Project Area is designated for commercial uses in the La Habra General Plan and the Redevelopment Plan does not propose any environmentally significant changes in land use. The area is largely developed and the remaining vacant parcels have problems with infrastructure, service, land use compatibility/conformity problems or economic dislocation/under-utilization at this time. Land uses surrounding the Project Area are predominantly single family multiple residential, industrial, and commercial. An elementary and junior high school currently in use borders the project area to the south.

X. APPENDICES

To: 

(Agency)

(Address)



Subject: Notice of Preparation of a Draft Environmental Impact Report

Lead Agency:	Consulting Firm (If applicable):
Agency Name <u>City of La Habra</u>	Firm Name _____
Street Address <u>201 East La Habra Boulevard</u>	Street Address _____
City/State/Zip <u>La Habra, CA 90631</u>	City/State/Zip _____
Contact <u>Carlos Jaramillo</u>	Contact _____

City of La Habra will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study (☒ is ☐ is not) attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but *not later than 30 days* after receipt of this notice.

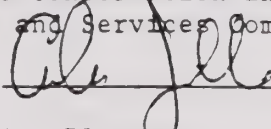
Please send your response to Carlos Jaramillo at the address shown above. We will need the name for a contact person in your agency.

Project Title: La Habra General Plan 2020

Project Location: City of La Habra
City (nearest) County

Project Description: (brief)
The project is described as a full update of the presently adopted and functioning General Plan of the City which was adopted element by element in the early 1970's. It encompasses all of the requirements of state law and includes total of 9 elements or components including all of the mandated elements which have been grouped into a set of related components.

The Environmental Management Plan contains the Conservation and Natural Resources, Noise, Community Safety and Public Facilities and Services Components. Continued

Date March 5, 1990 Signature 
Title City Planner
Telephone (213) 905-9724

Continued

The Community Development Management Plan contains the Economic Development, Land Use, circulation, Housing, and Community Focus and Identity Component. Together with the necessary introductory, housekeeping provisions and appendices, these documents constitute the La Habra General Plan 2020.

The probable environmental effects of the proposed project are recorded in the initial study and accompanying explanation appended as Exhibit A. The, Project Location Map is attached as Exhibit B.

ENVIRONMENTAL CHECKLIST FORM

(To Be Completed By Lead Agency)

I. Background

1. Name of Proponent City of La Habra, California
2. Address and Phone Number of Proponent P.O. Box 337, La Habra, CA 90631
(213)905-9724 Attention Kathy K. Kim, Director of Planning
3. Date of Checklist Submitted May 30, 1988
4. Agency Requiring Checklist City of La Habra
5. Name of Proposal, if applicable La Habra General Plan 2020

II. Environmental Impacts

(Explanations of all "yes" and "maybe" answers are required on attached sheets.)

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
1. Earth. Will the proposal result in:			
a. Unstable earth conditions or in changes in geologic substructures?	<u> </u>	<u> </u>	<u> X </u>
b. Disruptions, displacements, compaction or overcovering of the soil?	<u> </u>	<u> </u>	<u> X </u>
c. Change in topography or ground surface relief features?	<u> </u>	<u> </u>	<u> X </u>
d. The destruction, covering or modification of any unique geologic or physical features?	<u> </u>	<u> </u>	<u> X </u>
e. Any increase in wind or water erosion of soils, either on or off the site?	<u> </u>	<u> </u>	<u> X </u>
f. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?	<u> </u>	<u> </u>	<u> X </u>

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
g. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?	_____	X _____	_____
2. Air. Will the proposal result in:			
a. Substantial air emissions or deterioration of ambient air quality?	_____	X _____	_____
b. The creation of objectionable odors?	_____	_____	X _____
c. Alteration of air movement, moisture, or temperature, or any change in climate, either locally or regionally?	_____	_____	X _____
3. Water. Will the proposal result in:			
a. Changes in currents, or the course of direction of water movements, in either marine or fresh waters?	_____	_____	X _____
b. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?	_____	X _____	_____
c. Alterations to the course or flow of flood waters?	_____	X _____	_____
d. Change in the amount of surface water in any water body?	_____	X _____	_____
e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?	_____	X _____	_____
f. Alteration of the direction or rate of flow of ground waters?	_____	X _____	_____
g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	_____	X _____	_____
h. Substantial reduction in the amount of water otherwise available for public water supplies?	_____	_____	X _____
i. Exposure of people or property to water related hazards such as flooding or tidal waves?	_____	X _____	_____

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
4. Plant Life. Will the proposal result in:			
a. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, and aquatic plants)?	_____	_____	_____X
b. Reduction of the numbers of any unique, rare or endangered species of plants?	_____	_____	_____X
c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?	_____	_____	_____X
d. Reduction in acreage of any agricultural crop?	_____	_____	_____X
5. Animal Life. Will the proposal result in:			
a. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms or insects)?	_____	_____	_____X
b. Reduction of the numbers of any unique, rare or endangered species of animals?	_____	_____	_____
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	_____	_____	_____X
d. Deterioration to existing fish or wildlife habitat?	_____	_____	_____X
6. Noise. Will the proposal result in:			
a. Increases in existing noise levels?	_____	_____X	_____
b. Exposure of people to severe noise levels?	_____	_____	_____X
7. Light and Glare. Will the proposal produce new light or glare?	_____	_____X	_____
8. Land Use. Will the proposal result in a substantial alteration of the present or planned land use of an area?	_____	_____X	_____
9. Natural Resources. Will the proposal result in:			
a. Increase in the rate of use of any natural resources?	_____	_____X	_____

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
b. Substantial depletion of any nonrenewable natural resource?	_____	_____	<u>X</u>
10. Risk of Upset. Will the proposal involve:			
a. A risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions?	_____	_____	<u>X</u>
b. Possible interference with an emergency response plan or an emergency evacuation plan?	_____	_____	<u>X</u>
11. Population. Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?	<u>X</u>	_____	_____
12. Housing. Will the proposal affect existing housing, or create a demand for additional housing?	<u>X</u>	_____	_____
13. Transportation/Circulation. Will the proposal result in:			
a. Generation of substantial additional vehicular movement?	_____	_____	<u>X</u>
b. Effects on existing parking facilities, or demand for new parking?	_____	<u>X</u>	_____
c. Substantial impact upon existing transportation systems?	_____	_____	<u>X</u>
d. Alterations to present patterns of circulation or movement of people and/or goods?	_____	_____	<u>X</u>
e. Alterations to waterborne, rail or air traffic?	_____	_____	<u>X</u>
f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?	_____	_____	<u>X</u>
14. Public Services. Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:	_____	<u>X</u>	_____
a. Fire protection?	_____	<u>X</u>	_____
b. Police protection?	_____	<u>X</u>	_____
c. Schools?	_____	<u>X</u>	_____

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
d. Parks or other recreational facilities?	_____	<u>X</u>	_____
e. Maintenance of public facilities, including roads?	_____	<u>X</u>	_____
f. Other governmental services?	_____	<u>X</u>	_____
15. Energy. Will the proposal result in:			
a. Use of substantial amounts of fuel or energy?	_____	_____	<u>X</u>
b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?	_____	_____	<u>X</u>
16. Utilities. Will the proposal result in a need for new systems, or substantial alterations to the following utilities:			
a. Power or natural gas?	_____	_____	<u>X</u>
b. Communications systems?	_____	_____	<u>X</u>
c. Water?	_____	_____	<u>X</u>
d. Sewer or septic tanks?	_____	_____	<u>X</u>
e. Storm water drainage?	_____	_____	<u>X</u>
f. Solid waste and disposal?	_____	<u>X</u>	_____
17. Human Health. Will the proposal result in:			
a. Creation of any health hazard or potential health hazard (excluding mental health)?	_____	_____	<u>X</u>
b. Exposure of people to potential health hazards?	_____	_____	<u>X</u>
18. Aesthetics. Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view?	_____	_____	<u>X</u>
19. Recreation. Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?	_____	<u>X</u>	_____
20. Cultural Resources.			
a. Will the proposal result in the alteration of or the destruction of a prehistoric or historic archaeological site?	_____	_____	<u>X</u>

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION WILL BE PREPARED.

☐

I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☒

Date

6-3-88

Signature

For

City of La Habra

EXPLANATION OF YES AND MAYBE ANSWERS
ON THE ENVIRONMENTAL CHECKLIST FOR THE
LA HABRA GENERAL PLAN 2020 PROJECT

Item No.	Comment
1g.	The community is exposed to geological hazards by its location in Southern California. The Project includes mitigation measures to offset the worst effects of geological hazards.
2a.	Although the Plan itself will not cause substantial deterioration of air quality, the growth of the air basin will continue to make the problem of air quality very real. The plan includes required and voluntary mitigation measures to reduce contributions from local sources and to cooperate and support efforts to achieve better air quality in the Basin.
3b.3d-g and 3h-i.	The implementation of the plan could affect the hydrology of the surface drainage over a period of time. The plan includes the necessary goals and policies to mitigate and contain the flow of stormwaters which are a shared responsibility between a number of agencies.
6a.	There may be increases in noise as a result of implementation of the project. The plan, however, sets standards as well as goals and policies for dealing with local noise emissions and sources.
7.	There may additional light and glare from uses allowed by implementation of the project. The standards for dealing with light and glare are found in subsidiary document - the zoning ordinance.
8.	There will be changes in land use over the life of the project. However, the changes proposed by the plan are not substantial and should be mitigated by the controls and policies in the plan and associated documents.
9.	Implementation of the plan could cause the gradual increase in the use of non-renewable resources such as water and energy over the planning horizon of the plan. The provisions of the plan are intended to reduce the impact of these uses to the greatest possible extent.
9 and 11	The implementation of the project will certainly alter the location, density or growth rates as well as affect the existing and future housing supply. The laws that govern the plan and the portions of the plan that deal

with population and housing are aimed at being equitable and controlling the future development patterns of the City.

- 13b. The implementation of the project could affect the need for parking spaces as development and needs for parking change. The subsidiary documents such as the zoning ordinance and other plans control these requirements.
- 14. The plan has documented the conditions and impact of the proposed growth and development of the City and finds that the impacts are insignificant or can be mitigated by the plan.
- 16. There may be modest increases in solid waste as a result of the implementation of the project and plan. These are not significant. The real problem is a regional problem of disposal and the plan addresses this issue in goal and policy terms.
- 19. The implementation of the project could result in the heavier use of recreational facilities. The plan also sets forth policies and mitigation measures to offset any impacts therefrom.

May 27, 1988

LEGEND

Other Communities

Unincorporated Sphere
of Influence

CITY OF LA HABRA HEIGHTS

ANGELES COUNTY

COUNTY OF ORANGE

CITY OF WHITTIER

Whittier Bl

Lo Hobro Bl

Beach Bl

Idaho St

Eurlin St

Harbor Bl

Palm Ave

Pine Ave

CITY OF BREA

Lomber Rd

CITY OF LA HABRA

Imperial Hwy

SPRR

Santa Gertruda Ave

CITY OF LA MIRADA

West Covole
Gilbert Hills

CITY OF FULLERTON

N

SCALE
IN FEET

0 2000
1000

EXHIBIT B

LA HABRA GENERAL PLAN 2020

COMMUNITY LOCATION
AND SPHERE OF INFLUENCE MAP

Figure

OFFICE OF PLANNING AND RESEARCH

1400 TENTH STREET
SACRAMENTO, CA 95814

DATE: March 14, 1990

TO: Reviewing Agencies

RE: The City of La Habra's NOP for
La Habra General Plan 2020
SCH# 90010249

Attached for your comment is the City of La Habra's Notice of Preparation of a draft Environmental Impact Report (EIR) for the La Habra General Plan 2020 project.

Responsible agencies must transmit their concerns and comments on the scope and content of the EIR, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of this notice. We encourage commenting agencies to respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Carlos Jaramillo
City of La Habra
201 E. La Habra Blvd.
La Habra, CA 90631

with a copy to the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the review process, call Garrett Ashley at (916) 445-0613.

Sincerely,

A handwritten signature in dark ink, appearing to read 'David C. Nunenkamp'.

David C. Nunenkamp
Deputy Director, Permit Assistance

Attachments

cc:



ORANGE COUNTY TRANSIT DISTRICT

Board Members

Roger R. Stanton
Chairman

Richard B. Edgar
Vice Chairman

William E. Farris
Director

Don R. Roth
Director

John Erskine
Director

James P. Reichert
General Manager

April 5, 1990

Mr. Carlos Jaramillo
City Planner
City of La Habra
201 East La Habra Boulevard
La Habra, CA 90631

Dear Mr. Jaramillo:

SUBJECT: NOP DEIR - LA HABRA GENERAL PLAN 2020

We have reviewed this project as described in the NOP and have the following comments:

- OCTD presently provides transit service on Beach Boulevard, Euclid Street, Harbor Boulevard, Idaho Street, La Habra Boulevard, Main Street, Whittier Boulevard, 1st Street and 2nd Street as indicated on the attached route maps and schedules.
- In order to ensure accessibility to the available transit services for employees, visitors and patrons of these areas, the following transit amenities should be incorporated into this project:
 - A bus turnout, if determined by the City Traffic Engineer to be necessary based on roadway cross section, travel volumes or speeds, should be provided at each stop location.
 - The area adjacent to each stop should include a paved passenger waiting area complete with a bus shelter and bench.
 - A paved, lighted and handicapped accessible pedestrian accessway should be provided between each stop and the project buildings.
 - A concrete bus pad sufficient to support the weight of a bus (see OCTD's Design Guidelines for Bus Facilities) may have to be provided at each transit stop. This would be necessary assuming the material used to construct streets with transit service would be insufficient to support continued transit use of the bus stops.

We appreciate the opportunity to provide input to this DEIR and would like to receive a copy of the DEIR when it is circulated for public review. If you have any questions, please call me or Frank Jussenhoven at (714) 638-9000, ext. 3406.

Sincerely,

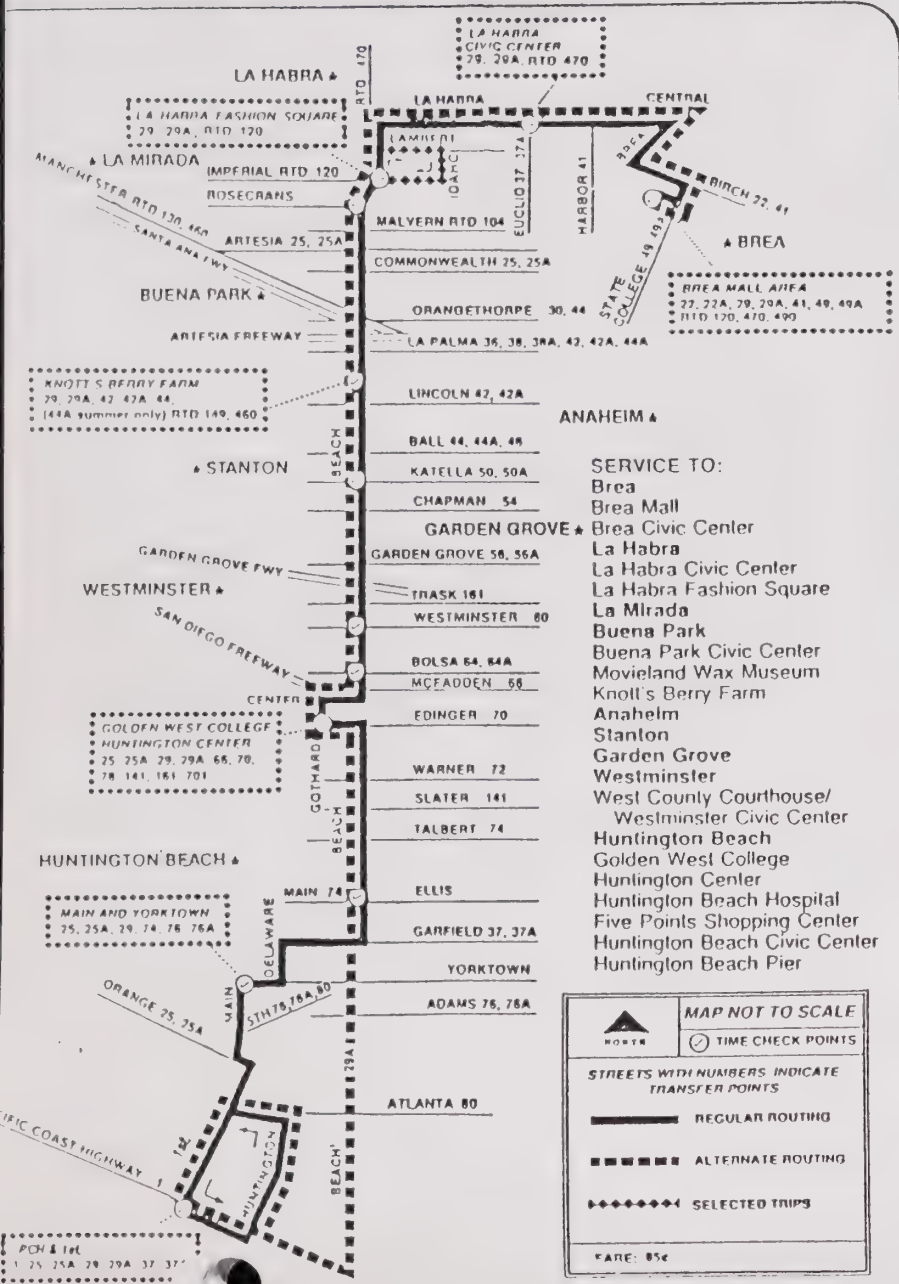
Linda Miller

Linda Miller
Environmental Coordinator

Attachments: Route Maps and Schedules for OCTD lines 29/29A, 37/37A, 41

29/29A Brea-Huntington Beach

VIA BEACH BLVD



ROUTE 29/29A MON THRU FRI NORTHBOUND

HUNTINGTON BEACH TO LA HABRA OR BREA

BOLD FACE TIMES INDICATE PEAK HOURS
Peak Hours: Monday thru Friday, 8-9AM & 3-6PM

Route Number	Coast Highway & 1st	Yorktown & Main	Beach & Main/Ellis	Edinger & Gotthard	Beach & Bolsa	Beach & Westminster	Beach & Katella	Knott's Berry Farm	Beach & Rosecrans	La Habra Fashion Square	La Habra & Euclid	Brea Mall
29	...	...	...	...	...	510A	518A	526A	536A	540A	546A	607A
29	...	...	...	...	...	540	550	559	612	616	623	648
29	...	...	...	...	...	600	610	619	632	636	643	708
29A	543A	...	553A	605A	612A	615	625	634	645	656	704	729
29	...	626A	633	644	651	655	706	717	730	735	743	809
29	629	639	646	701	709	713	724	735	748	758	...	...
29	646	656	703	718	726	730	741	752	805	810	817	842
29A	717	...	729	744	752	756	807	818	831	841	...	...
29	731	741	748	803	811	815	826	837	850	855	902	922
29A	757	...	809	824	832	836	847	858	911	921	...	...
29	810	820	827	842	850	854	905	916	929	934	941	1001
29A	836	...	848	903	911	915	926	937	950	1000	...	...
29	846	856	903	918	926	930	941	952	1005	1010	1017	1037
29	906	916	923	938	946	950	1001	1012	1025	1035	...	...
29	926	936	943	958	1006	1010	1021	1032	1045	1050	1057	1117
29	948	957	1004	1018	1026	1030	1041	1052	1106	1115	...	...
29	1008	1017	1024	1038	1046	1050	1101	1112	1126	1130	1137	1156
29	1028	1037	1044	1058	*1106	1110	1121	1132	1146	1155	...	...
29	1048	1057	1104	1118	1126	1130	1141	1152	1206P	1210P	1217P	1236P
29	1105	1114	1122	1137	1145	1150	1203P	1214P	1230	1240	...	...
29	1125	1134	1142	1157	1205P	1210P	1223	1234	1250	1255	102	123
29	1145	1154	1202P	1217P	1225	1230	1243	1254	110	120	...	...
29	1205P	1214P	1222	1237	1245	1250	103	114	130	135	142	203
29	1225	1234	1242	1257	105	110	123	134	150	200	...	...
29	1245	1254	102	117	125	130	143	154	210	215	222	248
29	104	114	121	137	145	150	203	214	230	240	...	...
29	124	134	141	157	205	210	223	234	250	255	302	324
29	144	154	201	217	225	230	243	254	310	320	...	...
29	201	211	219	236	245	250	304	315	334	339	347	408
29	223	233	241	258	307	312	326	337	356	406	...	...
29	243	253	301	318	327	332	346	357	416	421	429	455
29A	306	...	319	336	345	350	404	415	434	444	...	...
29	323	333	341	358	407	412	426	437	456	501	509	535
29A	350	...	402	417	425	430	443	454	511	521	...	...
29	403	413	422	437	445	450	503	514	531	536	544	609
29A	430	...	442	457	505	510	523	534	551	556	...	...
29	447	458	504	518	527	531	543	554	609	613	620	645
29A	512	...	523	537	546	550	602	613	628	632	...	...
29	522	533	541	558	606	610	622	633	648	652	659	720
29A	549	...	601	618	626	630	642	653	708	717

ALL TRIPS ARE ACCESSIBLE TO THE HANDICAPPED.

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ROUTE 29/29A MON THRU FRI NORTHBOUND

HUNTINGTON BEACH TO LA HABRA OR BREA

BOLD FACE TIMES INDICATE PEAK HOURS
 Peak Hours: Monday thru Friday, 6:00AM & 3:00PM

Route Number	Coast Highway & 1st	Yorktown & Main	Beach & Main/Elis	Edinger & Gothard	Beach & Bolsa	Beach & Westminster	Beach & Katella	Knott's Berry Farm	Beach & Rosecrans	La Habra Fashion Square	La Habra & Euclid	Brea Mall
	(/)	(/)	(/)	(/)	(/)	(/)	(/)	(/)	(/)	(/)	(/)	(/)
29	602	613	621	638	646	650	702	713	728	732	739	800
29	654	705	713	726	732	735	747	757	809	813	819	839
29	720	728	735	748	754	757	809	819	831	835	841	904
29A	747	758	811	817	820	832	842	854	858	...	...	...
29	846	853	900	911	917	920	930	939	949	953	...	...
29	957	1004	1015	1021	1024	1034	1043	1053	1057	...	...	...

ALL TRIPS ARE ACCESSIBLE TO THE HANDICAPPED.

ROUTE 29/29A MON THRU FRI SOUTHBOUND

BREA OR LA HABRA TO HUNTINGTON BEACH

BOLD FACE TIMES INDICATE PEAK HOURS
 Peak Hours: Monday thru Friday, 6:00AM & 3:00PM

Route Number	Brea Mall	La Habra & Euclid	La Habra Fashion Square	Beach & Rosecrans	Knott's Berry Farm	Beach & Katella	Beach & Westminster	Beach & Bolsa	Edinger & Gothard	Beach & Main/Elis	Yorktown & Main	Coast Highway & 1st
	(/)	(/)	(/)	(/)	(/)	(/)	(/)	(/)	(/)	(/)	(/)	(/)
29	...	...	455A	504A	516A	527A	535A	538A	544A	554A	600A	612A
29	517A	531A	540	544	558	609	620	623	630	642	649	701
29A	...	...	554	605	619	630	641	644	651	703	...	720
29	557	611	620	624	638	649	700	703	710	722	729	741
29A	...	...	625	636	650	701	712	715	722	734	...	751
29	625	644	652	656	711	723	735	739	747	801	807	820
29A	...	...	716	727	742	754	806	810	818	832	...	849
29	710	729	737	741	756	808	820	824	832	846	852	905
29A	...	...	750	801	816	828	840	844	852	906	...	923
29	750	809	817	821	836	848	900	904	912	926	932	945
29	...	...	829	840	855	908	920	924	932	947	953	1006
29	832	849	856	900	915	928	940	944	952	1007	1013	1026
29	...	...	909	920	935	948	1000	1004	1012	1027	1033	1046
29	912	929	936	940	955	1008	1020	1024	1032	1047	1053	1106
29	...	...	949	1000	1015	1028	1040	1044	1052	1107	1113	1126
29	952	1009	1016	1020	1035	1048	1100	1104	1112	1127	1133	1146
29	...	...	1031	1042	1057	1108	1120	1124	1132	1147	1154	1207P
29	1034	1050	1058	1102	1117	1128	1140	1144	1152	1207P	1214P	1227
29	...	...	1111	1122	1137	1148	1200P	1204P	1212P	1227	1234	1247
29	1114	1130	1138	1142	1157	1208P	1220	1224	1232	1247	1254	107
29	...	...	1150	1201P	1216P	1228	1240	1244	1252	107	114	127
29	1150	1209P	1217P	1221	1236	1248	100	104	112	127	134	147
29	...	...	1230	1241	1256	108	120	124	132	147	154	207
29	1230P	1249	1257	101	116	128	140	144	152	207	214	227
29A	...	...	110	121	136	148	200	204	212	227	...	245
29	110	129	137	141	156	208	220	224	232	247	254	307
29A	...	...	150	201	216	228	240	244	252	307	...	325
29	150	209	217	221	236	248	300	304	312	327	334	347
29A	...	...	229	240	256	308	322	326	334	351	...	411
29	222	241	251	255	311	323	337	341	349	406	413	426
29	235	254	304	308	324	336	350	354	402	419	426	439
29A	...	...	309	320	336	348	402	406	414	431	...	451
29	307	326	336	340	356	408	422	426	434	451	458	511
29A	...	...	349	400	416	428	442	446	454	511	...	531
29	343	402	412	416	434	448	502	506	515	532	540	552
29A	...	...	425	436	454	508	522	526	535	552	...	611
29	423	442	452	456	514	528	542	546	555	612	620	632
29A	...	...	510	521	535	548	600	604	611	625	...	643
29	509	528	537	541	555	608	620	624	631	645	651	703
29A	550	601	615	628	640	644	651	705	...	723

ALL TRIPS ARE ACCESSIBLE TO THE HANDICAPPED.

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ROUTE 29/29A MON THRU FRI SOUTHBOUND

BREA OR LA HABRA TO HUNTINGTON BEACH

BOLD FACE TIMES INDICATE PEAK HOURS
Peak Hours: Monday thru Friday, 6:30AM & 3:30PM

Route Number	Brea Mall	La Habra & Euclid	La Habra Fashion Square	Beach & Rosecrans	Knott's Berry Farm	Beach & Katella	Beach & Westminster	Beach & Bolsa	Edinger & Gothard	Beach & Main/Ellis	Yorktown & Main	Coast Highway & 1st
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	(/)	(/)	(/)	(/)	(/)	(/)	(/)	(/)	(/)	(/)	(/)	(/)
Δ 29	559	618	627	631	645	658	710	714	721	735	741	753
Δ 29	629	648	657	701	715	728	740	744	751	805	811	823
Δ 29A	710	726	734	737	749	758	806	809	814	825	...	842
Δ 29	...	...	756	807	819	828	836	839	844	855	900	912
Δ 29	816	832	840	843	855	904	912	915	920	931	941	...
Δ 29	857	913	921	924	936	945	953	956	1001	...	...	...
Δ 29A	...	...	...	...	...	...	...	...	1010	1021	...	1038
Δ 29A	...	...	1008	1011	1023	1032	1040	1043	1048	1059	...	1116

ALL TRIPS ARE ACCESSIBLE TO THE HANDICAPPED.

ROUTE 29/29A SAT NORTHBOUND

HUNTINGTON BEACH TO LA HABRA OR BREA

Route Number	Coast Hwy & 1st.	Yorktown & Main	Beach & Main/Ellis	Edinger & Gothard	Beach & Bolsa	Beach & Westminster	Beach & Katella	Knott's Berry Farm	Beach & Rosecrans	La Habra Fashion Square	La Habra & Euclid	Brea Mall
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	(/)	(/)	(/)	(/)	(/)	(/)	(/)	(/)	(/)	(/)	(/)	(/)
Δ 29	615A	623A	631A	642A	645A	652A	714A
Δ 29	649A	656A	702A	714A	721A	725	736	747	801	804	811	833
Δ 29	751	801	809	825	833	837	849	900	915	920	928	953
Δ 29	854	904	912	928	936	940	952	1003	1018	1023	1031	1056
Δ 29	929	939	947	1003	1011	1015	1027	1038	1053	1058	1106	1131
Δ 29A	954	...	1007	1023	1031	1035	1047	1058	1113	1118	...	...
Δ 29	1012	1022	1030	1046	1054	1058	1110	1121	1136	1141	1149	1214P
Δ 29A	1031	...	1044	1100	1108	1112	1124	1135	1150	1155	...	...
Δ 29	1101	1111	1119	1135	1143	1147	1159	1210P	1225P	1230P	1238P	103
Δ 29A	1120	...	1133	1149	1157	1201P	1213P	1224	1239	1244	...	...
Δ 29	1141	1151	1159	1215P	1223P	1227	1239	1250	105	110	118	143
Δ 29A	1200P	...	1213P	1229	1237	1241	1253	104	119	124	...	...
Δ 29	1214	1224P	1232	1248	1256	100	112	123	138	143	151	216
Δ 29A	1231	...	1244	104	112	117	130	143	158	203	...	...
Δ 29	1254	104	112	132	140	145	158	211	226	231	239	304
Δ 29A	111	...	124	144	152	157	210	223	238	243	...	...
Δ 29	134	144	152	212	220	225	238	251	306	311	319	344
Δ 29A	151	...	204	224	232	237	250	303	318	323	...	...
Δ 29	214	224	231	251	300	304	317	330	347	351	359	423
Δ 29A	223	...	236	256	305	309	322	335	352	356	...	...
Δ 29	247	257	304	324	333	337	350	403	420	424	432	456
Δ 29A	303	...	316	336	345	349	402	415	432	436	...	...
Δ 29	321	331	339	359	408	412	426	439	459	503	511	535
Δ 29A	343	...	356	416	425	429	443	456	516	520	...	...
Δ 29	402	412	420	440	449	453	507	520	540	544	552	616
Δ 29A	423	...	439	458	507	511	521	532	548	552	...	...
Δ 29	444	456	504	523	532	536	546	557	613	617	623	646
Δ 29A	505	...	521	540	549	553	603	614	630	634	...	...
Δ 29	534	544	550	605	612	616	626	635	649	653	659	722
Δ 29	630	640	646	701	708	712	722	731	745	749	755	818
Δ 29	740	750	756	811	818	822	832	841	855	859	905	928
Δ 29	840	850	856	906	912	915	923	932	945	949	...	...

ALL TRIPS ARE ACCESSIBLE TO THE HANDICAPPED

ROUTE 29/29A SAT SOUTHBOUND

BREA TO LA HABRA TO HUNTINGTON BEACH

Route Number	Brea Mall	La Habra & Euclid	La Habra Fashion Square	Beach & Rosecrans	Knott's Berry Farm	Beach & Katella	Beach & Westminster	Beach & Bolsa	Edinger & Gothard	Beach & Main/Ellis	Yorktown & Main	Coast Hwy & 1st
Δ 29A	(A)	(A)	(A)	(A)	(A)	(A)	(A)	(A)	(A)	(A)	(A)	(A)
Δ 29A	610A	622A	630	633	644	652	700	703	709	719	724A	735
Δ 29	659	715	722	725	737	750	800	804	810	822	827	838
Δ 29	752	809	818	822	837	849	900	903	910	925	932	945
Δ 29	822	839	848	852	907	919	930	933	940	955	1002	1015
Δ 29	852	909	918	922	937	949	1000	1003	1010	1025	1032	1045
Δ 29A	...	...	933	942	957	1009	1020	1023	1030	1045	...	1104
Δ 29	932	949	958	1002	1017	1029	1040	1043	1050	1105	1112	1125
Δ 29A	...	...	1013	1022	1037	1049	1100	1103	1110	1125	...	1144
Δ 29	1008	1026	1036	1040	1057	1108	1120	1124	1135	1155	1202P	1215P
Δ 29A	...	...	1051	1100	1117	1128	1140	1144	1155	1215P	...	1233
Δ 29	1048	1106	1116	1120	1137	1148	1200P	1204P	1215P	1235	1242	1255
Δ 29A	...	...	1131	1140	1157	1208P	1220	1224	1235	1255	...	113
Δ 29	1128	1146	1156	1200P	1217P	1228	1240	1244	1255	115	122	135
Δ 29A	...	...	1211P	1220	1237	1248	100	104	115	135	...	153
Δ 29	1214P	1232P	1241	1244	1258	109	120	124	132	148	154	207
Δ 29A	...	...	1255	104	118	129	140	144	152	208	...	226
Δ 29	1254	112	121	124	138	149	200	204	212	228	234	247
Δ 29A	...	...	135	144	158	209	220	224	232	248	...	306
Δ 29	134	152	201	204	218	229	240	244	252	308	314	327
Δ 29A	...	...	215	224	238	249	300	304	312	328	...	346
Δ 29	214	232	241	244	258	309	320	324	332	348	354	407
Δ 29A	...	...	254	303	318	329	340	344	351	410	...	428
Δ 29	251	309	318	323	338	349	400	404	411	430	436	449
Δ 29A	...	...	334	343	358	409	420	424	431	450	...	508
Δ 29	335	353	401	405	419	430	440	443	450	506	512	524
Δ 29A	...	...	416	425	439	450	500	503	510	526	...	542
Δ 29	425	443	451	455	509	520	530	533	540	556	602	614
Δ 29	455	513	521	525	539	550	600	603	610	626	632	644
Δ 29	535	553	601	605	619	630	640	643	650	706	712	724
Δ 29	640	658	706	710	724	735	745	748	755	811	817	829
Δ 29	806	819	826	830	842	852	900	903	908	918	923	937

ALL TRIPS ARE ACCESSIBLE TO THE HANDICAPPED

ROUTE 29 SUN & HOL NORTHBOUND

HUNTINGTON BEACH TO BREA

Coast Hwy & 1st	Yorktown & Main	Beach & Main/Ellis	Edinger & Gothard	Beach & Bolsa	Beach & Westminster	Beach & Katella	Knott's Berry Farm	Beach & Rosecrans	La Habra Fashion Square	La Habra & Euclid	Brea Mall
(A)	(A)	(A)	(A)	(A)	(A)	(A)	(A)	(A)	(A)	(A)	(A)
Δ 813A	820A	826A	839A	847A	850	902	911	921	925	933	951
Δ 907	917	924	939	947	950	1002	1014	1028	1032	1039	1058
Δ 937	947	954	1009	1017	1020	1032	1044	1058	1102	1109	1128
Δ 1012	1022	1029	1044	1052	1055	1107	1119	1133	1137	1144	1203P
Δ 1042	1052	1059	1114	1122	1125	1137	1149	1203P	1207P	1214P	1233
Δ 1107	1117	1125	1142	1151	1155	1205P	1215P	1231	1235	1243	104
Δ 1137	1147	1155	1212P	1221P	1225P	1235	1245	101	105	113	134
Δ 1207P	1217P	1225P	1242	1251	1255	105	115	131	135	143	204
Δ 1242	1252	100	117	126	130	140	150	206	210	218	239
Δ 112	122	130	147	156	200	210	220	236	240	248	309
Δ 147	157	205	222	231	235	245	255	311	315	323	344
Δ 218	228	235	252	301	305	318	330	345	350	358	417
Δ 248	258	305	322	331	335	348	400	415	420	428	447
Δ 318	328	335	352	401	405	418	430	445	450	458	517
Δ 348	358	405	422	431	435	448	500	515	520	528	547
Δ 420	430	438	453	502	505	516	526	539	542	549	608
Δ 455	505	513	528	537	540	551	601	614	617	624	643
Δ 520	530	538	553	602	605	616	626	639	642	649	708
Δ 629	637	645	655	702	705	714	723	734	737	744	803
Δ 729	737	745	755	802	805	814	823	834	837	844	903
Δ 826	834	842	852	859	902	911	920	...	...	...	...

ALL TRIPS ARE ACCESSIBLE TO THE HANDICAPPED
29A WILL NOT OPERATE SUNDAYS OR HOLIDAYS.

ROUTE 29 SUN & HOL SOUTHBOUND

BREA TO HUNTINGTON BEACH

	Brea Mall	La Habra & Euclid	La Habra Fashion Square	Beach & Rosecrans	Knott's Berry Farm	Beach & Kalella	Beach & Westminster	Beach & Bolsa	Edinger & Gothard	Beach & Main/Ellis	Yorktown & Main	Coast Hwy & 1st
♿	627A	639A	646A	650A	701A	711A	720A	722A	728A	739A	745A	753A
♿	727	739	746	750	801	811	820	822	828	839	845	853
♿	814	828	835	839	853	904	915	918	925	937	943	952
♿	844	858	905	909	923	934	945	948	955	1007	1013	1022
♿	914	928	935	939	953	1004	1015	1018	1025	1037	1043	1052
♿	944	958	1005	1009	1023	1034	1045	1048	1055	1107	1113	1122
♿	1007	1023	1030	1035	1051	1104	1115	1118	1125	1140	1146	1155
♿	1037	1053	1100	1105	1121	1134	1145	1148	1155	1210P	1216P	1225P
♿	1107	1123	1130	1135	1151	1204P	1215P	1218P	1225P	1240	1246	1255
♿	1141	1158	1206P	1210P	1226P	1238	1250	1254	102	121	128	135
♿	1211P	1228P	1236	1240	1256	108	120	124	132	151	158	205
♿	1241	1258	106	110	126	138	150	154	202	221	228	235
♿	111	128	136	140	156	208	220	224	232	251	258	305
♿	141	158	206	210	226	238	250	254	302	321	328	335
♿	216	233	241	245	301	313	325	329	337	356	403	410
♿	251	308	316	320	336	348	400	404	412	431	438	445
♿	325	340	347	351	406	419	430	433	440	454	500	509
♿	400	415	422	426	441	454	505	508	515	529	535	544
♿	435	450	457	501	516	529	540	543	550	604	610	619
♿	535	550	557	601	616	629	640	643	650	704	710	719
♿	640	655	701	705	718	729	740	742	749	759	805	814
♿	740	755	801	805	818	829	840	842	849	859	905	914

ALL TRIPS ARE ACCESSIBLE TO THE HANDICAPPED
29A WILL NOT OPERATE SUNDAYS OR HOLIDAYS.

37/37A

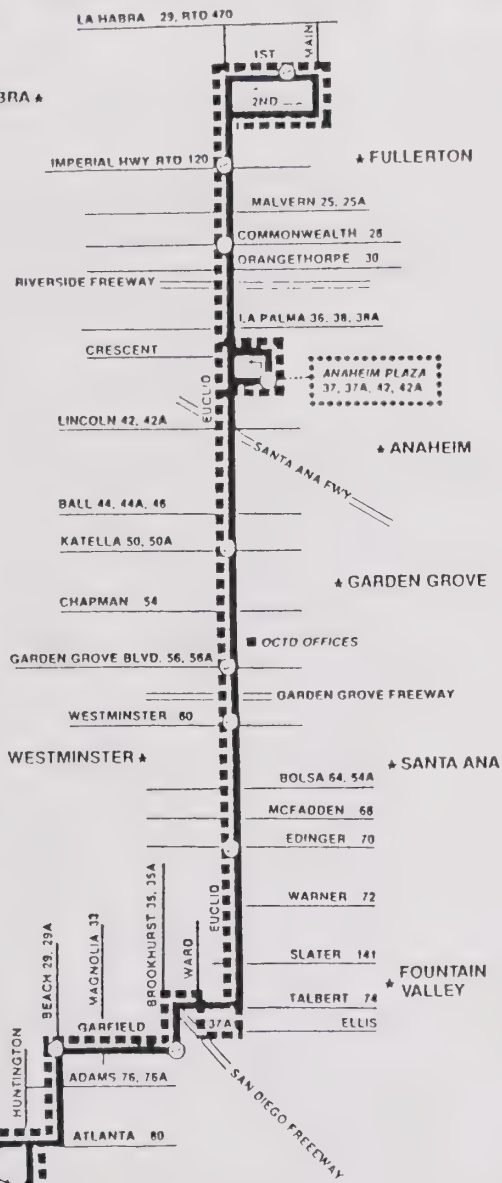
La Habra-Huntington Beach

VIA EUCLID



SERVICE TO:

La Habra
La Habra Civic Center
Fullerton
Anaheim
Anaheim Plaza
Garden Grove
Garden Grove Civic Center
OCTD Offices
Santa Ana
Fountain Valley
Mile Square Park
Fountain Valley Regional Hospital
Elwyn Institute
Huntington Beach
Huntington Beach Pier



FCM & Tel.
1 25 25A 29 29A 37 37A

ROUTE 37/37A MON THRU FRI NORTH IND

HUNTINGTON BEACH TO LA HABRA

BOLD FACE TIMES INDICATE PEAK HOUR

Peak Hours: Monday thru Friday, 6-9AM & 3-6PM

Coast Hwy & 1st.	Beach & Garfield	Brookhurst & Garfield	Euclid & Edinger	Euclid & Westminster	Euclid & Garden Grove	Euclid & Katella	Anaheim Plaza	Euclid & Commonwealth	Euclid & Imperial	1st & Main
528A	536A	541A	550A	557A	600A	606A	615A	623A	631A	642A
553	602	607	617	624	628	636	646	656	705	715
620	629	634	644	651	655	703	713	723	732	742
643	651	656	709	718	724	733	743	754	805	815
707	716	723	736	745	751	800	812	823	833	843
737	746	752	805	812	818	827	837	847	856	906
805	815	820	832	839	843	851	901	914	923	932
832	842	847	859	906	910	918	928	941	950	959
859	909	914	926	933	937	945	955	1008	1017	1026
926	936	941	953	1000	1004	1012	1022	1035	1044	1053
951	1001	1007	1019	1027	1032	1041	1052	1106	1115	1125
1018	1028	1034	1046	1054	1059	1108	1119	1133	1142	1152
1045	1055	1101	1113	1121	1126	1135	1146	1200P	1209P	1219P
1112	1122	1128	1140	1148	1153	1202P	1213P	1227	1236	1246
1139	1149	1155	1207P	1215P	1220P	1229	1240	1254	103	113
1206P	1216P	1222P	1234	1242	1247	1256	107	121	130	140
1233	1243	1249	101	109	114	123	134	148	157	207
100	110	116	128	136	141	150	201	215	224	234
127	137	143	155	203	208	217	228	242	251	301
154	204	211	227	235	240	249	303	317	328	338
221	231	238	254	302	307	316	330	344	355	405
248	258	305	321	329	334	343	357	411	422	432
315	325	332	348	356	401	410	424	438	449	459
352	402	410	427	435	443	452	504	519	529	539
413	423	431	448	456	504	513	525	540	550	600
440	450	458	515	523	531	540	552	607	617	627
507	517	525	542	550	558	607	619	634	644	654
541	550	556	609	617	622	630	640	651	700	709
608	617	623	636	644	649	657	707	718	727	736
640	649	655	705	711	715	722	730	740	748	758
707	716	722	732	738	742	749	757	807	815	825
739	748	754	804	810						

ALL TRIPS ARE ACCESSIBLE TO THE HANDICAPPED
A - OPERATES ALTERNATE ROUTE SERVING ELWYN INSTITUTE,
VIA WARD & ELLIS.

ROUTE 37/37A MON THRU FRI SOUTHBOUND

LA HABRA TO HUNTINGTON BEACH

BOLD FACE TIMES INDICATE PEAK HOURS
Peak Hours: Monday thru Friday, 5:30AM & 3:30PM

	1st & Main	Euclid & Imperial	Euclid & Commonwealth	Anaheim Plaza	Euclid & Katella	Euclid & Garden Grove	Euclid & Westminster	Euclid & Edinger	Brookhurst & Garfield	Beach & Garfield	Coast Hwy & 1st
Δ	(✓)	(✓)	(✓)	(✓)	(✓)	(✓)	(✓)	(✓)	(✓)	(✓)	(✓)
Δ	527A	531A	512A	520A	529A	536A	540A	545A	557A	602A	615A
Δ	554	558	606	615	626	633	637	644	659	705	718
Δ	621	625	633	642	653	700	704	711	726	732	745
Δ	640	646	655	707	719	727	731	738	751	757	810
Δ	707	713	722	734	746	754	758	805	818	824	837
Δ	734	740	749	801	814	821	825	832	849	854	906
Δ	803	808	818	829	841	848	852	858	911	916	928
Δ	830	835	845	856	908	915	919	925	938	943	955
Δ	857	902	912	923	935	942	946	952	1005	1010	1022
Δ	926	931	939	950	1001	1009	1013	1019	1031	1037	1051
Δ	953	958	1006	1017	1028	1036	1040	1046	1058	1104	1118
Δ	1020	1025	1033	1044	1055	1103	1107	1113	1125	1131	1145
Δ	1042	1048	1057	1110	1122	1130	1134	1141	1155	1201P	1215P
Δ	1109	1115	1124	1137	1149	1157	1201P	1208P	1222P	1228	1242
Δ	1138	1144	1153	1206P	1218P	1226P	1230	1237	1251	1257	111
Δ	1205P	1211P	1220P	1233	1245	1253	1257	104	118	124	138
Δ	1232	1238	1247	100	112	120	124	131	145	151	205
Δ	1259	105	114	127	139	147	151	158	212	218	232
Δ	126	132	141	154	206	214	218	225	239	245	259
Δ	153	158	208	221	234	243	248	254	309	316	330
Δ	220	225	235	248	301	310	315	321	336	343	357
Δ	247	252	302	315	328	337	342	348	403	410	424
Δ	311	317	327	341	356	404	409	416	430	437	451
Δ	333	339	349	403	418	426	431	438	452	459	513
Δ	407	413	423	437	452	500	505	512	526	533	547
Δ	427	433	443	457	512	520	525	532	546	553	607
Δ	444	450	500	514	529	537	542	549	603	610	624
Δ	522	527	537	549	602	609	614	620	632	638	651
Δ	554	559	609	621	634	641	646	652	704	710	723
Δ	641	647	655	706	717	723	726	731	743	749	801
Δ	708	714	722	733	744	750	753	758	810	816	828
Δ	732	738	746	757	808	814	817	822	834	840	852
Δ	800	806	814	825	836	842	845	...	...	...	...

ALL TRIPS ARE ACCESSIBLE TO THE HANDICAPPED
A - OPERATES ALTERNATE ROUTE SERVING ELWYN INSTITUTE,
VIA WARD & ELLIS.

ROUTE 37 SAT NORTHBOUND

HUNTINGTON BEACH TO LA HABRA

	Coast Hwy & 1st	Beach & Garfield	Brookhurst & Garfield	Euclid & Edinger	Euclid & Westminster	Euclid & Garden Grove	Euclid & Katella	Anaheim Plaza	Euclid & Commonwealth	Euclid & Imperial	1st & Main
	(✓)	(✓)	(✓)	(✓)	(✓)	(✓)	(✓)	(✓)	(✓)	(✓)	(✓)
Δ	631A	640	645	655	701	705	712	720	730	739	743
Δ	731	740	745	755	801	805	812	820	830	839	843
Δ	831	840	845	855	901	905	912	920	930	939	943
Δ	856	908	913	923	929	933	940	950	1000	1010	1014
Δ	926	938	943	953	959	1003	1010	1020	1030	1040	1044
Δ	956	1008	1013	1023	1029	1033	1040	1050	1100	1110	1114
Δ	1026	1038	1043	1053	1059	1103	1110	1120	1130	1140	1144
Δ	1053	1104	1110	1121	1127	1131	1139	1150	1202P	1211P	1216P
Δ	1123	1134	1140	1151	1157	1201P	1209P	1220P	1232	1241	1246
Δ	1153	1204P	1210P	1221P	1227P	1231	1239	1250	102	111	116
Δ	1228P	1239	1245	1256	102	106	114	125	137	146	151
Δ	1258	109	115	126	132	136	144	155	207	216	221
Δ	133	144	150	201	207	211	219	230	242	251	256
Δ	203	214	220	231	237	241	249	300	312	321	326
Δ	231	242	248	303	309	314	324	335	346	355	359
Δ	301	312	318	333	339	344	354	405	416	425	429
Δ	334	345	351	406	412	417	427	438	449	458	502
Δ	404	415	421	436	442	447	457	508	519	528	532
Δ	441	452	458	509	516	521	529	540	551	600	604
Δ	541	552	558	609	616	621	629	640	651	700	704
Δ	652	659	704	715	720	724	731	740	749	757	802

ALL TRIPS ARE ACCESSIBLE TO THE HANDICAPPED

ROUTE 37 SAT SOUTHBOUND

LA HABRA TO HUNTINGTON BEACH

1st & Main	Euclid & Imperial	Euclid & Commonwealth	Anaheim Plaza	Euclid & Katella	Euclid & Garden Grove	Euclid & Westminster	Euclid & Edinger	Brookhurst & Garfield	Beach & Garfield	Coast Hwy & 1st
600A	604A	611A	620A	628A	636A	640A	646A	657A	702A	709A
700	704	711	720	728	736	740	746	757	802	809
758	802	810	820	831	838	842	847	857	903	911
828	832	840	850	901	908	912	917	927	933	941
858	902	910	920	931	938	942	947	957	1003	1011
928	932	940	950	1001	1008	1012	1017	1027	1033	1041
956	1001	1009	1020	1033	1040	1044	1050	1102	1108	1117
1026	1031	1039	1050	1103	1110	1114	1120	1132	1138	1147
1056	1101	1109	1120	1133	1140	1144	1150	1202P	1208P	1217P
1126	1131	1139	1150	1203P	1210P	1214P	1220P	1232	1238	1247
1156	1201P	1209P	1220P	1233	1240	1244	1250	102	108	117
1226P	1231	1239	1250	103	110	114	120	132	138	147
101	106	114	125	138	145	149	155	207	213	222
131	136	144	155	209	217	221	227	239	245	254
206	211	219	230	244	252	256	302	314	320	329
236	241	249	300	314	322	326	332	344	350	359
311	316	324	335	349	357	401	407	419	425	434
341	346	354	405	419	427	431	437	449	455	504
411	416	424	435	449	457	501	507	519	525	534
516	521	529	540	554	602	606	612	624	630	639
617	621	629	640	652	658	702	708	719	725	734
717	721	729	740	752	758	802	808	819	825	834

ALL TRIPS ARE ACCESSIBLE TO THE HANDICAPPED

ROUTE 37 SUN & HOL NORTHBOUND

HUNTINGTON BEACH TO LA HABRA

Coast Hwy & 1st	Beach & Garfield	Brookhurst & Garfield	Euclid & Edinger	Euclid & Westminster	Euclid & Garden Grove	Euclid & Katella	Anaheim Plaza	Euclid & Commonwealth	Euclid & Imperial	1st & Main
825A	836A	842A	852A	859A	904A	912A	920A	929A	936A	940A
925	936	942	952	959	1004	1012	1020	1029	1036	1040
1025	1036	1042	1052	1059	1104	1112	1120	1129	1136	1140
1125	1136	1142	1152	1159	1204P	1212P	1220P	1229P	1236P	1240P
1229P	1238P	1243P	1254P	1259P	103	110	120	130	138	142
128	138	143	154	159	203	210	220	230	238	242
225	238	244	254	259	303	310	320	332	340	345
325	338	344	354	359	403	410	420	432	440	445
427	438	444	454	500	504	511	520	531	539	544
526	537	543	553	600	604	610	620	631	638	644

ALL TRIPS ARE ACCESSIBLE TO THE HANDICAPPED

ROUTE 37 SUN & HOL SOUTHBOUND

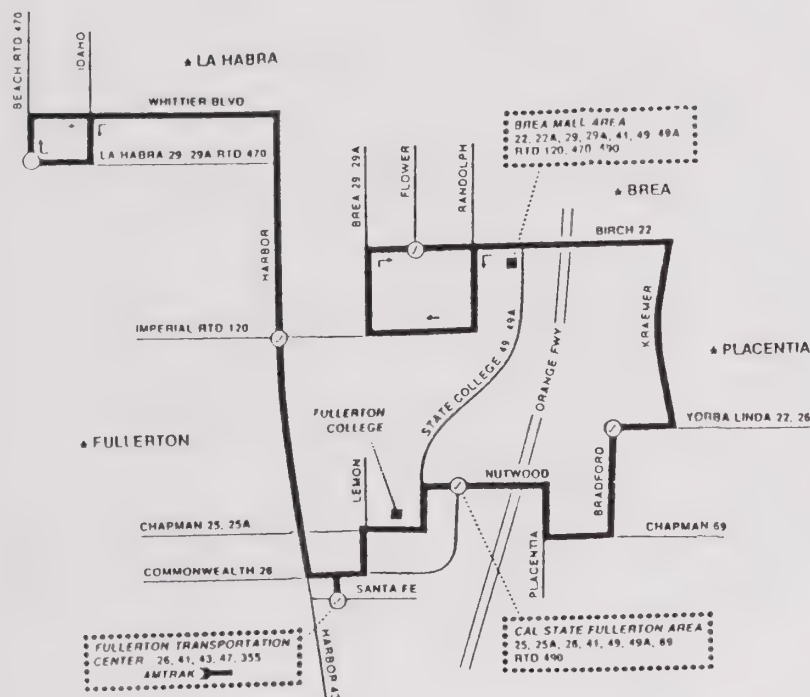
LA HABRA TO HUNTINGTON BEACH

1st & Main	Euclid & Imperial	Euclid & Commonwealth	Anaheim Plaza	Euclid & Katella	Euclid & Garden Grove	Euclid & Westminster	Euclid & Edinger	Brookhurst & Garfield	Beach & Garfield	Coast Hwy & 1st
757A	802A	810A	820A	829A	835A	839A	844A	853A	858A	908A
857	902	910	920	929	935	939	944	953	958	1008
956	1001	1009	1020	1032	1038	1042	1048	1059	1105	1114
1056	1101	1109	1120	1132	1138	1142	1148	1159	1205P	1214P
1156	1201P	1209P	1220P	1232P	1238P	1242P	1248P	1259P	105	114
1256P	101	109	120	132	138	142	148	159	205	214
159	203	211	220	231	237	240	245	255	300	308
259	303	311	320	331	337	340	345	355	400	408
359	403	411	420	431	437	440	445	455	500	508
459	503	511	520	531	537	540	545	555	600	608

ALL TRIPS ARE ACCESSIBLE TO THE HANDICAPPED

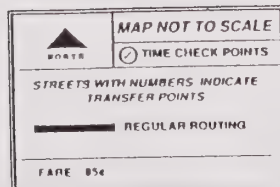
41

La Habra – Brea VIA HARBOR/CHAPMAN/KRAEMER



SERVICE TO:

La Habra
Brea
Brea Civic Center
Brea Mall
Placentia
Valencia High School
Fullerton
St. Jude Hospital
North Orange County
Municipal Court
Cal State Fullerton
Fullerton College
Amtrak Station
Fullerton Transportation Center



ROUTE 41 MON THRU FRI EASTBOUND

LA HABRA TO BREA

BOLD FACE TIMES INDICATE PEAK HOURS

Peak Hours Monday thru Friday, 6:30 AM & 3:30 PM

Beach & La Habra	Harbor & Imperial	Fullerton Transportation Center	Nutwood & Commonwealth	Bradford & Yorba Linda	Birch & Fowler
()	()	()	()	()	()
533A	545A	555A	602A	610A	632A
610	625	635	644	652	710
652	705	715	724	735	757
727	743	800	812	820	838
809	822	835	843	852	910
846	859	915	926	936	954
926	939	955	1006	1016	1034
1006	1019	1035	1046	1056	1114
1046	1059	1115	1126	1136	1154
1126	1139	1155	1206P	1216P	1234P
1208P	1220P	1235P	1245	1254	111
1248	100	115	125	134	151
128	140	155	205	214	231
208	221	235	247	256	317
248	301	315	327	336	357
327	341	356	408	418	439
414	428	441	452	503	523
454	508	521	532	543	603
534	545	558	609	620	636
610	621	632	645	654	706
710	720	731	740	748	806
813	823	834	843	851	909
943	953	1004	1013	1021	1039

ALL TRIPS ARE ACCESSIBLE TO THE
HANDICAPPED.

ROUTE 41 MON THRU FRI WESTBOUND

BREA TO LA HABRA

BOLD FACE TIMES INDICATE PEAK HOURS

Peak Hours Monday thru Friday, 6:30AM & 3:30PM

Birch & Flower	Bradford & Yorba Linda	Nutwood & Commonwealth	Fullerton Transportation Center	Harbor & Imperial	Beach & La Habra
----------------	------------------------	------------------------	---------------------------------	-------------------	------------------

(7)	(7)	(7)	(7)	(7)	(7)
505A	515A	520A	530A	539A	552A
537	550	558	610	623	640
617	630	638	650	703	720
657	710	718	730	743	800
729	743	755	810	823	836
816	831	838	850	901	914
856	911	918	930	941	954
932	947	954	1010	1022	1036
1015	1029	1037	1050	1104	1118
1055	1109	1117	1130	1144	1158
1135	1149	1157	1210P	1224P	1238P
1215P	1229P	1237P	1250	104	118
1255	109	117	130	144	158
135	149	157	210	224	238
219	231	239	250	304	320
254	308	317	330	349	407
334	348	357	410	429	447
414	428	437	450	509	527
457	511	517	530	546	601
538	552	558	611	627	642
615	627	633	645	656	711
713	725	731	743	754	809
816	828	834	843	854	906
924	936	942	951	1002	1014

ALL TRIPS ARE ACCESSIBLE TO THE HANDICAPPED.

ROUTE 41 SAT EASTBOUND

LA HABRA TO BREA

Beach & La Habra	Harbor & Imperial	Fullerton Trans. Ctr	Nutwood & Commonwealth	Bradford & Yorba Linda	Birch & Flower
------------------	-------------------	----------------------	------------------------	------------------------	----------------

(7)	(7)	(7)	(7)	(7)	(7)
556A	605A	612A	620A	626A	640A
655	707	717	726	734	750
805	817	827	836	844	900
909	922	934	944	952	1010
1019	1032	1044	1054	1102	1120
1129	1142	1154	1204P	1212P	1230P
1239P	1252P	104P	114	122	140
149	202	214	224	232	250
259	312	324	334	342	400
409	422	434	444	452	510
519	532	544	554	602	620
629	642	654	704	712	730
750	800	807	817	825	840

ALL TRIPS ARE ACCESSIBLE TO THE HANDICAPPED

ROUTE 41 SAT WESTBOUND

BREA TO LA HABRA

Birch & Flower	Bradford & Yorba Linda	Nutwood & Commonwealth	Fullerton Trans. Ctr	Harbor & Imperial	Beach & La Habra
----------------	------------------------	------------------------	----------------------	-------------------	------------------

(7)	(7)	(7)	(7)	(7)	(7)
535A	546A	554A	603A	613A	623A
645	656	704	713	723	733
755	806	814	823	833	843
905	918	926	936	948	1003
1015	1028	1036	1046	1058	1113
1125	1138	1146	1156	1208P	1223P
1235P	1248P	1256P	106P	118	133
145	158	206	216	228	243
255	308	318	326	338	353
405	418	426	436	448	503
515	528	536	546	558	613
625	638	646	656	708	723
735	745	753	803	813	823

ALL TRIPS ARE ACCESSIBLE TO THE HANDICAPPED

ROUTE 41 SUN & HOL EASTBOUND

LA HABRA TO BREA

Beach & La Habra	Harbor & Imperial	Fullerton Trans. Ctr	Nutwood & Commonwealth	Bradford & Yorba Linda	Birch & Flower
(✓)	(✓)	(✓)	(✓)	(✓)	(✓)
Δ 655A	707A	717A	726A	734A	750A
Δ 805	817	827	836	844	900
Δ 909	922	934	944	952	1010
Δ 1019	1032	1044	1054	1102	1120
Δ 1129	1142	1154	1204P	1212P	1230P
Δ 1239P	1252P	104P	114	122	140
Δ 149	202	214	224	232	250
Δ 259	312	324	334	342	400
Δ 409	422	434	444	452	510
Δ 519	532	544	554	602	620
Δ 629	642	654	704	712	730
Δ 750	800	807	817	825	840

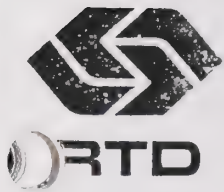
ALL TRIPS ARE ACCESSIBLE TO THE HANDICAPPED

ROUTE 41 SUN & HOL WESTBOUND

BREA TO LA HABRA

Birch & Flower	Bradford & Yorba Linda	Nutwood & Commonwealth	Fullerton Trans. Ctr	Harbor & Imperial	Beach & La Habra
(✓)	(✓)	(✓)	(✓)	(✓)	(✓)
Δ 645A	656A	704A	713A	723A	733A
Δ 755	806	814	823	833	843
Δ 905	918	926	936	948	1003
Δ 1015	1028	1036	1046	1058	1113
Δ 1125	1138	1146	1156	1208P	1223P
Δ 1235P	1248P	1256P	106P	118	133
Δ 145	158	206	216	228	243
Δ 255	308	316	326	338	353
Δ 405	418	426	436	448	503
Δ 515	528	536	546	558	613
Δ 625	638	646	656	708	723
Δ 735	745	753	803	813	823

ALL TRIPS ARE ACCESSIBLE TO THE HANDICAPPED



April 2, 1990

Mr. Carlos Jaramillo
City Planner
City of La Habra
201 East La Habra Boulevard
La Habra, California 90631

Dear Mr. Jaramillo:

The Southern California Rapid Transit District (SCRTD) has reviewed the Notice of Preparation of the Draft Environmental Impact Report (NOP - DEIR) for the La Habra General Plan 2000, and offers the following comments and concerns.

The City of La Habra is served by SCRTD Lines 490, 470 and 120. Route and schedule information is enclosed. In addition, La Habra is also served by the Orange County Transit District. They should be contacted for their route and service information.

With regard to the questionnaire contained in the NOP, SCRTD suggests that the DEIR further investigate the impacts generated by Environmental Impacts #11 - Population and #12 - Housing and any possible effects other than parking they may have on Environmental Impact #13 - Transportation/Circulation.

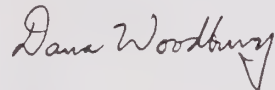
When reviewing future development plans, the City of La Habra may wish to consider asking developers to incorporate the installation of concrete bus pads, bus stop shelters and wide, well-lighted sidewalks as well as the following measures into their development projects to further mitigate traffic, parking, energy and air quality impacts:

- o consider parking needs and employee mode of arrival in light of the requirements set forth in the South Coast Air Quality Management District Regulation XV;
- o allocate preferred parking areas for vanpools and carpools;
- o provide centrally located information racks for distribution of van/carpool and bus information;
- o encourage employer subsidized mass transit pass programs.

Mr. Carlos Jamarillo
April 2, 1990
Page 2

SCRTD is willing to cooperate with the City of La Habra on any transit related aspect of the City's planning process. Please forward a copy of the DEIR when it becomes available. Should you have any questions on this matter, please contact me at (213) 972-4841.

Sincerely,

A handwritten signature in cursive script that reads "Dana Woodbury".

Dana Woodbury
Interim Director of Planning

Enclosure

EFFECTIVE DECEMBER 24, 1989
SUBJECT TO CHANGE WITHOUT NOTICE

CLINES

470 471

LOS ANGELES RAPID TRANSIT DISTRICT
470 LINE BREA TO DOWNTOWN

471 LINE LOS ANGELES TO BREA
DOWNTOWN TO BREA



INFORMATION — EVERY DAY

6 AM TO 11:30 PM

CLOSED HOLIDAYS

ENGLISH—ESPAÑOL

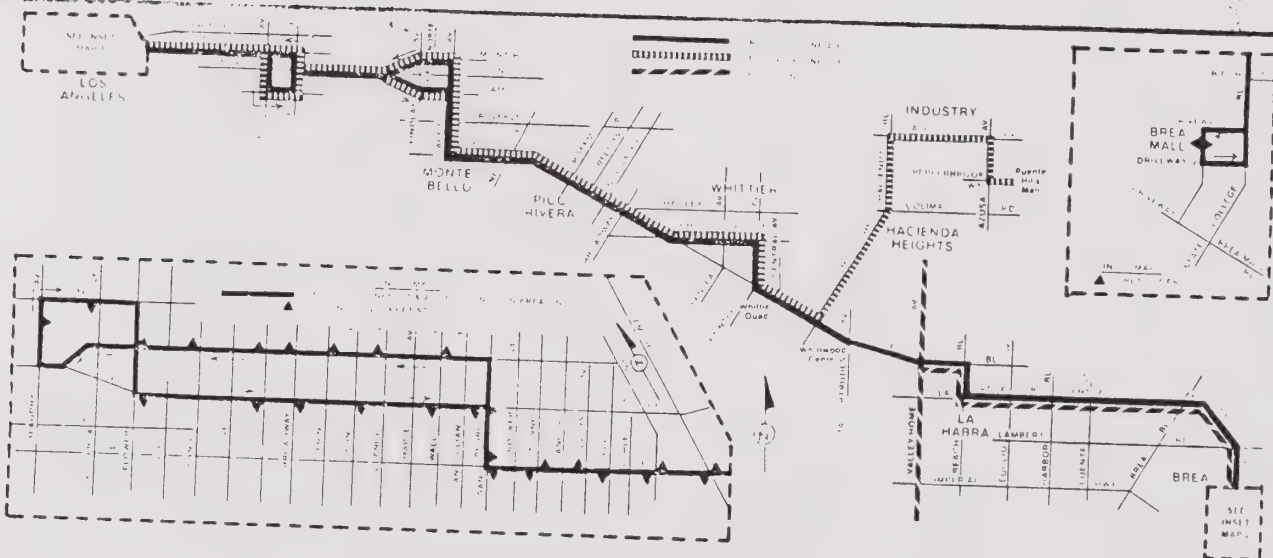
(213) 626-4455—(213) 699-0954

(714) 635-6010—(818) 443-1307

For the Hearing Impaired Call:

TTY (800) 252-9040

Southern California Rapid Transit District
425 South Main Street, Los Angeles, CA 90013



LINES 470-471

DECEMBER 24, 1989

WEDNESDAY THROUGH FRIDAY SCHEDULE

W E S T B O U N D T O L O S A N G E L E S													
R O U T E	Lv Industry (Pueblito Hills Mall)	Lv Industry (Gale Av. & Hacienda Bl.)	Lv Hacienda Heights (Hacienda Bl. & Colima Rd.)	Lv Brea (Brea Mall)	Lv Habra (Whittier & Beach Bls.)	Lv Whittier (Whittier Bl. & Santa Gertrudes Av.)	W h i t t i e r (Whittier Bl. & Colima Rd.)	L v i l l e (Whittier Bl. & Central Av.)	L v e r (Whittier Bl. & Hadley St.)	Lv Pico Rivera (Whittier & Rosemead Bls.)	Lv Montebello (Whittier Bl. & Garfield Av.)	Lv Montebello (Pomona Bl. & Garfield Av.)	Approximate Times At Los Angeles (7th St. & Boyle Av. & 5th St.)
470	4:33AM	4:41AM	4:45AM	4:55AM	5:03AM	5:14AM	5:20AM	5:31AM
470	4:38AM	4:51AM	4:55AM	5:05AM	5:13AM	5:24AM	5:30AM	5:41AM
470	5:16AM	5:19AM	5:23AM	5:33AM	5:41AM	5:52AM	5:58AM	6:09AM
470	5:30AM	5:33AM	5:37AM	5:47AM	5:55AM	6:06AM	6:12AM	6:23AM
470	5:32AM	5:39AM	5:45AM	5:18AM	5:36AM	5:40AM	5:43AM	5:47AM	5:57AM	6:05AM	6:16AM	6:22AM	6:33AM
470	5:55AM	5:58AM	6:03AM	6:14AM	6:22AM	6:33AM	6:39AM	6:50AM
470	5:41AM	5:51AM	5:57AM	6:05AM	6:08AM	6:12AM	6:20AM	6:30AM	6:43AM	6:50AM	7:01AM
470	6:17AM	6:20AM	6:25AM	6:36AM	6:44AM	6:55AM	7:01AM	7:12AM
470	6:05AM	6:15AM	6:21AM	6:28AM	6:31AM	6:35AM	6:46AM	6:54AM	7:07AM	7:14AM	7:25AM
470	6:25AM	6:35AM	6:41AM	6:11AM	6:31AM	6:35AM	6:38AM	6:43AM	6:54AM	7:04AM	7:17AM	7:24AM	7:35AM
470	6:55AM	6:58AM	7:03AM	7:14AM	7:24AM	7:37AM	7:44AM	7:55AM
470	6:41AM	6:51AM	6:57AM	6:31AM	6:51AM	6:55AM	6:58AM	7:03AM	7:14AM	7:24AM	7:37AM	7:44AM	7:55AM
470	7:07AM	7:17AM	7:23AM	7:15AM	7:18AM	7:23AM	7:34AM	7:44AM	7:57AM	8:04AM	8:15AM
470	7:31AM	7:34AM	7:39AM	7:50AM	8:00AM	8:13AM	8:20AM	8:31AM
470	7:41AM	7:44AM	7:49AM	8:00AM	8:13AM	8:26AM	8:33AM	8:44AM
470	7:54AM	7:57AM	8:02AM	8:13AM	8:26AM	8:39AM	8:46AM	8:57AM
470	8:03AM	8:14AM	8:21AM	8:10AM	8:13AM	8:18AM	8:30AM	8:41AM	8:54AM	9:01AM	9:12AM
470	8:29AM	8:34AM	8:39AM	8:50AM	9:01AM	9:14AM	9:21AM	9:32AM
470	8:49AM	8:59AM	9:07AM	8:20AM	8:41AM	8:46AM	8:49AM	8:54AM	9:06AM	9:17AM	9:30AM	9:37AM	9:48AM
470	9:36AM	9:39AM	9:44AM	9:56AM	10:07AM	10:20AM	10:27AM	10:38AM
470	9:43AM	9:54AM	10:01AM	10:09AM	10:30AM	10:35AM	10:38AM	10:43AM	10:56AM	11:07AM	11:20AM	11:27AM	11:38AM
470	10:41AM	10:52AM	10:59AM	11:07AM	11:28AM	11:33AM	11:36AM	11:41AM	11:54AM	12:05PM	12:18PM	12:25PM	12:36PM
470	11:41AM	11:52AM	11:59AM	12:08PM	12:30PM	12:35PM	12:38PM	12:43PM	12:56PM	1:07PM	1:20PM	1:27PM	1:38PM
470	12:41PM	12:52PM	1:01PM	1:09PM	1:30PM	1:35PM	1:38PM	1:43PM	1:56PM	2:07PM	2:20PM	2:27PM	2:38PM
470	1:56PM	1:59PM	2:04PM	2:16PM	2:27PM	2:40PM	2:47PM	2:58PM
470	1:26PM	1:36PM	1:43PM	1:51PM	2:01PM	2:06PM	2:09PM	2:14PM	2:26PM	2:37PM	2:50PM	2:57PM	3:08PM
470	2:16PM	2:19PM	2:24PM	2:36PM	2:47PM	3:00PM	3:07PM	3:18PM
470	2:26PM	2:36PM	2:43PM	2:51PM	3:01PM	3:06PM	3:09PM	3:14PM	3:26PM	3:37PM	3:50PM	3:57PM	4:08PM
470	2:46PM	2:56PM	3:03PM	3:11PM	3:21PM	3:26PM	3:29PM	3:34PM	3:46PM	3:57PM	4:10PM	4:17PM	4:28PM
470	3:36PM	3:39PM	3:44PM	3:56PM	4:07PM	4:20PM	4:27PM	4:38PM
470	3:20PM	3:30PM	3:37PM	3:45PM	3:55PM	4:00PM	4:03PM	4:08PM	4:20PM	4:31PM	4:44PM	4:51PM	5:02PM
470	4:11PM	4:14PM	4:19PM	4:31PM	4:42PM	4:55PM	5:02PM	5:13PM
470	7:08AM	7:18AM	7:25AM	7:33AM	7:43AM	7:48AM	7:51AM	7:56AM	8:08PM	8:19PM	8:32PM	8:39PM	8:50PM
470	7:50AM	8:00AM	8:07AM	8:15AM	8:25AM	8:30AM	8:33AM	8:38PM	8:50PM	9:01PM	9:14PM	9:21PM	9:32PM
470	8:53PM	8:56PM	9:01PM	9:13PM	9:24PM	9:37PM	9:44PM	9:55PM
470	9:01PM	9:04PM	9:09PM	9:21PM	9:32PM	9:45PM	9:52PM	10:03PM
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470	9:37PM	9:40PM	9:45PM	9:57PM	10:08PM	10:21PM	10:28PM	10:39PM
470	9:42PM	9:45PM	9:50PM	10:02PM	10:13PM	10:26PM	10:33PM	10:44PM
470	9:57PM	10:00PM	10:05PM	10:17PM	10:28PM	10:41PM	10:48PM	10:59PM
470	10:02PM	10:05PM	10:10PM	10:22PM	10:33PM	10:46PM	10:53PM	11:04PM
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470	10:32PM	10:35PM	10:40PM	10:52PM	11:03PM	11:16PM	11:23PM	11:34PM
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470	19:47PM	19:50PM	19:55PM	20:07PM	20:18PM	20:31PM	20:38PM	20:49PM
470	20:02PM	20:05PM	20:10PM	20:22PM	20:33PM	20:46PM	20:53PM	21:04PM
470	20:17PM	20:20PM	20:25PM	20:37PM	20:48PM	21:01PM	21:08PM	21:19PM
470	20:32PM	20:35PM	20:40PM	20:52PM	21:03PM	21:16PM	21:23PM	21:34PM
470	20:47PM	20:50PM	20:55PM	21:07PM	21:18PM	21:31PM	21:38PM	21:49PM
470	21:02PM	21:05PM	21:10PM	21:22PM	21:33PM	21:46PM	21:53PM	22:04PM
470	21:17PM	21:20PM	21:25PM	21:37PM	21:48PM	22:01PM	22:08PM	22:19PM
470	21:32PM	21:35PM	21:40PM	21:52PM	22:03PM	22:16PM	22:23PM	22:34PM
470	21:47PM	21:50PM	21:55PM	22:07PM	22:18PM	22:31PM	22:38PM	22:49PM
470	22:02PM	22:05PM	22:10PM	22:22PM	22:33PM	22:46PM	22:53PM	23:04PM
470	22:17PM	22:20PM	22:25PM	22:37PM	22:48PM	23:01PM	23:08PM	23:19PM
470	22:32PM	22:35PM	22:40PM	22:52PM	23:03PM	23:16PM	23:23PM	23:34PM
470	22:47PM							

LINES 470-471

MONDAY THROUGH FRIDAY SCHEDULE

EASTBOUND FROM LOS ANGELES


R O U T E	Lv Los Angeles (Braudry Av & 5th St)	Lv Montebello (Via Camp & Garfield Av)	Lv Pico Rivera (Whittier Bl & Rosemead Bl)	Lv Whittier (Whittier Bl & Hadley St)	Lv Whittier (Whittier Bl & Central Av)	Lv Whittier (Whittier Bl & Colima Rd)	Lv Whittier (Whittier Bl & Santa Gertrudes Av)	Lv La Habra (Whittier & Beach Blis)	Lv Ar Brea (Brea Mall)	Lv Hacienda Heights (Hacienda Bl & Colima Rd)	Lv Industry (Gale Av & Hacienda Bl)	Lv Industry (Puenle Hills Mall)
471	545AM	600AM	610AM	615AM	624AM	631AM	640AM	645AM	652AM	657AM	703AM	703AM
470	615	630	640	645	654	661	670	675	682	687	693	693
471	645	660	670	675	684	691	700	705	712	717	723	723
470	715	730	740	745	754	761	770	775	782	787	793	793
471	745	760	770	775	784	791	800	805	812	817	823	823
470	815	830	840	845	854	861	870	875	882	887	893	893
471	845	860	870	875	884	891	900	905	912	917	923	923
470	915	930	940	945	954	961	970	975	982	987	993	993
471	945	960	970	975	984	991	1000	1005	1012	1017	1023	1023
470	1015	1030	1040	1045	1054	1061	1070	1075	1082	1087	1093	1093
471	1045	1060	1070	1075	1084	1091	1100	1105	1112	1117	1123	1123
470	1115	1130	1140	1145	1154	1161	1170	1175	1182	1187	1193	1193
471	1145	1160	1170	1175	1184	1191	1200	1205	1212	1217	1223	1223
470	1215	1230	1240	1245	1254	1261	1270	1275	1282	1287	1293	1293
471	1245	1260	1270	1275	1284	1291	1300	1305	1312	1317	1323	1323
470	1315	1330	1340	1345	1354	1361	1370	1375	1382	1387	1393	1393
471	1345	1360	1370	1375	1384	1391	1400	1405	1412	1417	1423	1423
470	1415	1430	1440	1445	1454	1461	1470	1475	1482	1487	1493	1493
471	1445	1460	1470	1475	1484	1491	1500	1505	1512	1517	1523	1523
470	1515	1530	1540	1545	1554	1561	1570	1575	1582	1587	1593	1593
471	1545	1560	1570	1575	1584	1591	1600	1605	1612	1617	1623	1623
470	1615	1630	1640	1645	1654	1661	1670	1675	1682	1687	1693	1693
471	1645	1660	1670	1675	1684	1691	1700	1705	1712	1717	1723	1723
470	1715	1730	1740	1745	1754	1761	1770	1775	1782	1787	1793	1793
471	1745	1760	1770	1775	1784	1791	1800	1805	1812	1817	1823	1823
470	1815	1830	1840	1845	1854	1861	1870	1875	1882	1887	1893	1893
471	1845	1860	1870	1875	1884	1891	1900	1905	1912	1917	1923	1923
470	1915	1930	1940	1945	1954	1961	1970	1975	1982	1987	1993	1993
471	1945	1960	1970	1975	1984	1991	2000	2005	2012	2017	2023	2023
470	2015	2030	2040	2045	2054	2061	2070	2075	2082	2087	2093	2093
471	2045	2060	2070	2075	2084	2091	2100	2105	2112	2117	2123	2123
470	2115	2130	2140	2145	2154	2161	2170	2175	2182	2187	2193	2193
471	2145	2160	2170	2175	2184	2191	2200	2205	2212	2217	2223	2223
470	2215	2230	2240	2245	2254	2261	2270	2275	2282	2287	2293	2293
471	2245	2260	2270	2275	2284	2291	2300	2305	2312	2317	2323	2323
470	2315	2330	2340	2345	2354	2361	2370	2375	2382	2387	2393	2393
471	2345	2360	2370	2375	2384	2391	2400	2405	2412	2417	2423	2423
470	2415	2430	2440	2445	2454	2461	2470	2475	2482	2487	2493	2493
471	2445	2460	2470	2475	2484	2491	2500	2505	2512	2517	2523	2523
470	2515	2530	2540	2545	2554	2561	2570	2575	2582	2587	2593	2593
471	2545	2560	2570	2575	2584	2591	2600	2605	2612	2617	2623	2623
470	2615	2630	2640	2645	2654	2661	2670	2675	2682	2687	2693	2693
471	2645	2660	2670	2675	2684	2691	2700	2705	2712	2717	2723	2723
470	2715	2730	2740	2745	2754	2761	2770	2775	2782	2787	2793	2793
471	2745	2760	2770	2775	2784	2791	2800	2805	2812	2817	2823	2823
470	2815	2830	2840	2845	2854	2861	2870	2875	2882	2887	2893	2893
471	2845	2860	2870	2875	2884	2891	2900	2905	2912	2917	2923	2923
470	2915	2930	2940	2945	2954	2961	2970	2975	2982	2987	2993	2993
471	2945	2960	2970	2975	2984	2991	3000	3005	3012	3017	3023	3023
470	3015	3030	3040	3045	3054	3061	3070	3075	3082	3087	3093	3093
471	3045	3060	3070	3075	3084	3091	3100	3105	3112	3117	3123	3123
470	3115	3130	3140	3145	3154	3161	3170	3175	3182	3187	3193	3193
471	3145	3160	3170	3175	3184	3191	3200	3205	3212	3217	3223	3223
470	3215	3230	3240	3245	3254	3261	3270	3275	3282	3287	3293	3293
471	3245	3260	3270	3275	3284	3291	3300	3305	3312	3317	3323	3323
470	3315	3330	3340	3345	3354	3361	3370	3375	3382	3387	3393	3393
471	3345	3360	3370	3375	3384	3391	3400	3405	3412	3417	3423	3423
470	3415	3430	3440	3445	3454	3461	3470	3475	3482	3487	3493	3493
471	3445	3460	3470	3475	3484	3491	3500	3505	3512	3517	3523	3523
470	3515	3530	3540	3545	3554	3561	3570	3575	3582	3587	3593	3593
471	3545	3560	3570	3575	3584	3591	3600	3605	3612	3617	3623	3623
470	3615	3630	3640	3645	3654	3661	3670	3675	3682	3687	3693	3693
471	3645	3660	3670	3675	3684	3691	3700	3705	3712	3717	3723	3723
470	3715	3730	3740	3745	3754	3761	3770	3775	3782	3787	3793	3793
471	3745	3760	3770	3775	3784	3791	3800	3805	3812	3817	3823	3823
470	3815	3830	3840	3845	3854	3861	3870	3875	3882	3887	3893	3893
471	3845	3860	3870	3875	3884	3891	3900	3905	3912	3917	3923	3923
470	3915	3930	3940	3945	3954	3961	3970	3975	3982	3987	3993	3993
471	3945	3960	3970	3975	3984	3991	4000	4005	4012	4017	4023	4023
470	4015	4030	4040	4045	4054	4061	4070	4075	4082	4087	4093	4093
471	4045	4060	4070	4075	4084	4091	4100	4105	4112	4117	4123	4123
470	4115	4130	4140	4145	4154	4161	4170	4175	4182	4187	4193	4193
471	4145	4160	4170	4175	4184	4191	4200	4205	4212	4217	4223	4223
470	4215	4230	4240	4245	4254	4261	4270	4275	4282	4287	4293	4293
471	4245	4260	4270	4275	4284	4291	4300	4305	4312	4317	4323	4323
470	4315	4330	4340	4345	4354	4361	4370	4375	4382	4387	4393	4393
471	4345	4360	4370	4375	4384	4391	4400	4405	4412	4417	4423	4423
470	4415	4430	4440	4445	4454	4461	4470	4475	4482	4487	4493	4493
471	4445	4460	4470	4475	4484	4491	4500	4505	4512	4517	4523	4523
470	4515	4530	4540	4545	4554	4561	4570	4575	4582	4587	4593	4593
471	4545	4560	4570	4575	4584	4591	4600	4605	4612	4617	4623	4623
470	4615	4630	4640	4645	4654	4661	4670	4675	4682	4687	4693	4693
471	4645	4660	4670	4675	4684	4691	4700	4705	4712	4717	4723	4723
470	4715	4730	4740	4745	4754	4761	4770	4775	4782	4787	4793	4793
471	4745	4760	4770	4775	4784	4791	4800	4805	4812	4817	4823	4823
470	4815	4830	4840	4845	4854	4861	4870	4875	4882	4887	4893	4893
471	4845	4860	4870	4875	4884	4891	4900	4905	4912	4917	4923	4923
470	4915	4930	4940	4945	4954	4961	4970	4975	4982	4987	4993	4993
471	4945	4960	4970	4975	4984	4991	5000	5005	5012	5017	5023	5023
470	5015	5030	5040	5045	5054	5061	5070	5075	5082	5087	5093	5093
471	5045	5060	5070	5075	5084	5091	5100	5105	5112	5117	5123	5123
470	5115	5130	5140	5145	5154	5161	5170	5175	5182	5187	5193	5193
471	5145	5160	5170	5175	5184	5191	5200	5205	5212	5217	5223	5223
470	5215	5230	5240	5245	5254	5261	5270	5275	5282	5287	5293	5293
471	5245	5260	5270	5275	5284	5291	5300	5305	5312	5317	5323	5323
470	5315	5330	5340	5345	5354	5361	5370	5375	5382	5387	5393	5393
471	5345	5360	5370	5375	5384	5391	5400	5405	5412	5417	5423	5423
470	5415	5430	5440	5445	5454	5461	5470					

SUNDAY SCHEDULE

SCHEDULE WILL BE OPERATED ON NEW YEAR'S DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, AND CHRISTMAS

W		E		S		T		B		O		U		N		D	
Lv La Habra (Imperial Hwy & Beach Bl.)	Lv La Mirada (Imperial Hwy & Valley View Av.)	Lv Norwalk (Imperial Hwy & Norwalk Bl.)	Lv Downey (Imperial Hwy & Lakewood Bl.)	Lv Lynwood (Imperial Hwy & Atlantic Av.)	Lv Imperial Hwy & Long Beach Bl.	Lv Imperial Hwy & Wilmington Av.	Lv Imperial Hwy & Figueroa St.	Lv Imperial Hwy & Crenshaw Bl.	Lv Hawthorne (Imperial Hwy & Hawthorne Bl.)	Lv Imperial Hwy & Sepulveda Bl.	Ar LAX Transit Center						
730AM	738AM	745AM	756AM	805AM	810AM	815AM	824AM	832AM	837AM	845AM	848AM						
830	838	845	856	905	910	915	924	932	937	945	948						
930	938	945	956	1005	1010	1015	1024	1032	1037	1045	1048						
1032	1040	1047	1059	1108	1113	1118	1127	1135	1140	1148	1151						
1140	1149	1156	1208PM	1217	1222	1227	1236	1244	1249	1257	1260						
1240PM	1249PM	1256PM	108	117	122	1227	1236	1244	1249	1257	1260						
140	149	156	208	217	222	227	236	244	249	257	260						
240	249	256	308	317	322	327	336	344	349	357	360						
340	348	356	408	417	422	427	436	444	449	457	460						
440	448	456	507	516	521	527	536	544	549	557	560						
540	548	556	607	616	621	627	636	644	649	657	660						
640	648	656	708	717	722	727	736	744	749	757	760						
740	748	756	807	816	821	827	836	844	849	857	860						
840	848	856	907	916	921	927	936	944	949	957	960						
940	948	956	1007	1016	1021	1027	1036	1044	1049	1057	1060						
1040	1048	1056	1107	1116	1121	1127	1136	1144	1149	1157	1160						

ALL TRIPS ON THIS TIMETABLE ARE SCHEDULED TO BE ACCESSIBLE TO THE DISABLED.



RTD

120 IMPERIAL HIGHWAY

ALL TRIPS ON THIS TIMETABLE ARE SCHEDULED TO BE ACCESSIBLE TO THE DISABLED

120

LINE

INFORMATION — EVERY DAY
6 AM TO 11:30 PM
CLOSED HOLIDAYS
ENGLISH — ESPAÑOL
(213) 626-4455 — (213) 699-0954
(213) 973-1222 — (714) 635-6010
For the Hearing Impaired Call:
TTY (800) 252-9040

Southern California Rapid Transit District
425 South Main Street, Los Angeles, CA 90013

EFFECTIVE SEPTEMBER 17, 1989
SUBJECT TO CHANGE WITHOUT NOTICE

LINE 120

SEP BER 17, 1989

MONDAY THROUGH FRIDAY SCHEDULE

E	A	S	T	B	O	U	N	D			
Lv LAX Transit Center	Lv El Segundo (Imperial Terminal)	Lv Hawthorne (Imperial Hwy. & Haw- thorne Bl.)	Lv Hawthorne (Imperial Hwy. & Cren- shaw Bl.)	Lv Imperial (Imperial Hwy. & Fig- ueros St.)	Lv Imperial (Imperial Hwy. & Wil- mington Av.)	Lv Lynwood (Imperial Hwy. & Atlantic Bl.)	Lv Downey (Imperial Hwy. & Lakewood Bl.)	Lv Norwalk (Imperial Hwy. & Norwalk Bl.)	Lv La Mirada (Imperial Hwy. & Valley View Av.)	Lv La Habra (Imperial Hwy. & Beach Bl.)	Ar Brea (Brea Mall)
4:57AM	5:11AM	5:16AM	5:24AM	5:31AM	5:41AM	5:50AM	6:04AM	6:04AM	6:10AM	6:18AM	6:34AM
5:15	5:29	5:34	5:42	5:49	5:59	6:08	6:22	6:22	6:28	6:36	6:52
5:32	5:47	5:52	6:00	6:08	6:18	6:27	6:41	6:41	6:47	6:55	7:11
5:46	6:01	6:06	6:15	6:23	6:34	6:43	6:57	6:57	7:03	7:11	7:27
6:00	6:15	6:21	6:30	6:39	6:50	6:59	7:13	7:13	7:19	7:27	7:43
6:18	6:31	6:36	6:45	6:54	7:05	7:14	7:28	7:28	7:34	7:42	8:02
6:36	6:44	6:50	7:00	7:09	7:20	7:30	7:44	7:44	7:50	7:58	8:18
6:41	6:58	7:03	7:13	7:22	7:33	7:42	7:56	7:56	8:02	8:10	8:30
7:11	7:27	7:34	7:45	7:54	8:05	8:14	8:28	8:28	8:34	8:42	9:02
7:41	7:58	8:05	8:15	8:24	8:35	8:44	8:58	8:58	9:04	9:12	9:32
8:15	8:32	8:39	8:48	8:57	9:08	9:17	9:31	9:31	9:37	9:45	10:05
8:55	9:12	9:19	9:28	9:37	9:48	9:57	10:11	10:11	10:17	10:25	10:45
9:10	9:27	9:34	9:43	9:52	10:03	10:12	10:26	10:26	10:32	10:40	11:00
9:30	9:47	9:54	10:03	10:12	10:23	10:32	10:46	10:46	10:52	11:00	11:20
9:50	10:06	10:13	10:22	10:31	10:42	10:51	11:05	11:05	11:11	11:19	11:39
10:10	10:25	10:31	10:40	10:49	10:50	11:01	11:15	11:15	11:21	11:29	11:49
10:30	10:45	10:51	11:00	11:09	11:10	11:21	11:35	11:35	11:41	11:49	12:09
10:50	11:05	11:12	11:21	11:30	11:31	11:42	11:56	11:56	12:02	12:10	12:30
11:10	11:25	11:32	11:41	11:50	11:51	12:02	12:16	12:16	12:22	12:30	12:50
11:30	11:47	11:53	12:02	12:11	12:12	12:23	12:37	12:37	12:43	12:51	13:11
11:50	12:07	12:13	12:22	12:31	12:32	12:43	12:57	12:57	13:03	13:11	13:31
12:10PM	12:27	12:33	12:42	12:51	12:52	13:03	13:17	13:17	13:23	13:31	13:51
12:30	12:47	12:53	13:02	13:11	13:12	13:23	13:37	13:37	13:43	13:51	14:11
12:50	13:07	13:13	13:22	13:31	13:32	13:43	13:57	13:57	14:03	14:11	14:31
13:10	13:27	13:33	13:42	13:51	13:52	14:03	14:17	14:17	14:23	14:31	14:51
13:30	13:47	13:53	14:02	14:11	14:12	14:23	14:37	14:37	14:43	14:51	15:11
13:50	14:07	14:13	14:22	14:31	14:32	14:43	14:57	14:57	15:03	15:11	15:31
14:10	14:27	14:33	14:42	14:51	14:52	15:03	15:17	15:17	15:23	15:31	15:51
14:30	14:47	14:53	15:02	15:11	15:12	15:23	15:37	15:37	15:43	15:51	16:11
14:50	15:07	15:13	15:22	15:31	15:32	15:43	15:57	15:57	16:03	16:11	16:31
15:10	15:27	15:33	15:42	15:51	15:52	16:03	16:17	16:17	16:23	16:31	16:51
15:30	15:47	15:53	16:02	16:11	16:12	16:23	16:37	16:37	16:43	16:51	17:11
15:50	16:07	16:13	16:22	16:31	16:32	16:43	16:57	16:57	17:03	17:11	17:31
16:10	16:27	16:33	16:42	16:51	16:52	17:03	17:17	17:17	17:23	17:31	17:51
16:30	16:47	16:53	17:02	17:11	17:12	17:23	17:37	17:37	17:43	17:51	18:11
16:50	17:07	17:13	17:22	17:31	17:32	17:43	17:57	17:57	18:03	18:11	18:31
17:10	17:27	17:33	17:42	17:51	17:52	18:03	18:17	18:17	18:23	18:31	18:51
17:30	17:47	17:53	18:02	18:11	18:12	18:23	18:37	18:37	18:43	18:51	19:11
17:50	18:07	18:13	18:22	18:31	18:32	18:43	18:57	18:57	19:03	19:11	19:31
18:10	18:27	18:33	18:42	18:51	18:52	19:03	19:17	19:17	19:23	19:31	19:51
18:30	18:47	18:53	19:02	19:11	19:12	19:23	19:37	19:37	19:43	19:51	20:11
18:50	19:07	19:13	19:22	19:31	19:32	19:43	19:57	19:57	20:03	20:11	20:31
19:10	19:27	19:33	19:42	19:51	19:52	20:03	20:17	20:17	20:23	20:31	20:51
19:30	19:47	19:53	20:02	20:11	20:12	20:23	20:37	20:37	20:43	20:51	21:11
19:50	20:07	20:13	20:22	20:31	20:32	20:43	20:57	20:57	21:03	21:11	21:31
20:10	20:27	20:33	20:42	20:51	20:52	21:03	21:17	21:17	21:23	21:31	21:51
20:30	20:47	20:53	21:02	21:11	21:12	21:23	21:37	21:37	21:43	21:51	22:11
20:50	21:07	21:13	21:22	21:31	21:32	21:43	21:57	21:57	22:03	22:11	22:31
21:10	21:27	21:33	21:42	21:51	21:52	22:03	22:17	22:17	22:23	22:31	22:51
21:30	21:47	21:53	22:02	22:11	22:12	22:23	22:37	22:37	22:43	22:51	23:11
21:50	22:07	22:13	22:22	22:31	22:32	22:43	22:57	22:57	23:03	23:11	23:31
22:10	22:27	22:33	22:42	22:51	22:52	23:03	23:17	23:17	23:23	23:31	23:51
22:30	22:47	22:53	23:02	23:11	23:12	23:23	23:37	23:37	23:43	23:51	00:11
22:50	23:07	23:13	23:22	23:31	23:32	23:43	23:57	23:57	00:03	00:11	00:31
23:10	23:27	23:33	23:42	23:51	23:52	00:03	00:17	00:17	00:23	00:31	00:51
23:30	23:47	23:53	00:02	00:11	00:12	00:23	00:37	00:37	00:43	00:51	01:11
23:50	00:07	00:13	00:22	00:31	00:32	00:43	00:57	00:57	01:03	01:11	01:31
00:10	00:27	00:33	00:42	00:51	00:52	01:03	01:17	01:17	01:23	01:31	01:51
00:30	00:47	00:53	01:02	01:11	01:12	01:23	01:37	01:37	01:43	01:51	02:11
00:50	01:07	01:13	01:22	01:31	01:32	01:43	01:57	01:57	02:03	02:11	02:31
01:10	01:27	01:33	01:42	01:51	01:52	02:03	02:17	02:17	02:23	02:31	02:51
01:30	01:47	01:53	02:02	02:11	02:12	02:23	02:37	02:37	02:43	02:51	03:11
01:50	02:07	02:13	02:22	02:31	02:32	02:43	02:57	02:57	03:03	03:11	03:31
02:10	02:27	02:33	02:42	02:51	02:52	03:03	03:17	03:17	03:23	03:31	03:51
02:30	02:47	02:53	03:02	03:11	03:12	03:23	03:37	03:37	03:43	03:51	04:11
02:50	03:07	03:13	03:22	03:31	03:32	03:43	03:57	03:57	04:03	04:11	04:31
03:10	03:27	03:33	03:42	03:51	03:52	04:03	04:17	04:17	04:23	04:31	04:51
03:30	03:47	03:53	04:02	04:11	04:12	04:23	04:37	04:37	04:43	04:51	05:11
03:50	04:07	04:13	04:22	04:31	04:32	04:43	04:57	04:57	05:03	05:11	05:31
04:10	04:27	04:33	04:42	04:51	04:52	05:03	05:17	05:17	05:23	05:31	05:51
04:30	04:47	04:53	05:02	05:11	05:12	05:23	05:37	05:37	05:43	05:51	06:11
04:50	05:07	05:13	05:22	05:31	05:32	05:43	05:57	05:57	06:03	06:11	06:31
05:10	05:27	05:33	05:42	05:51	05:52	06:03	06:17	06:17	06:23	06:31	06:51
05:30	05:47	05:53	06:02	06:11	06:12	06:23	06:37	06:37	06:43	06:51	07:11
05:50	06:07	06:13	06:22	06:31	06:32	06:43	06:57	06:57	07:03	07:11	07:31
06:10	06:27	06:33	06:42	06:51	06:52	07:03	07:17	07:17	07:23	07:31	07:51
06:30	06:47	06:53	07:02	07:11	07:12	07:23	07:37	07:37	07:43	07:51	08:11
06:50	07:07	07:13	07:22	07:31	07:32	07:43	07:57	07:57	08:03	08:11	08:31
07:10	07:27	07:33	07:42	07:51	07:52	08:03	08:17	08:17	08:23	08:31	08:51
07:30	07:47	07:53	08:02	08:11	08:12	08:23	08:37	08:37	08:43	08:51	09:11
07:50	08:07	08:13	08:22	08:31	08:32	08:43	08:57	08:57	09:03	09:11	09:31
08:10	08:27	08:33	08:42	08:51	08:52	09:03	09:17	09:17	09:23	09:31	09:51
08:30	08:47	08:53	09:02	09:11	09:12	09:23	09:37	09:37	09:43	09:51	10:11
08:50	09:07	09:13	09:22	09:31	09:32	09:43	09:57	09:57	10:03	10:11	10:31
09:10	09:27	09:33	09:42	09:51	09:52	10:03	10:17	10:17	10:23	10:31	10:51
09:30	09:47	09:53	10:02	10:11	10:12	10:23	10:37	10:37	10:43	10:51	11:11
09:50	10:07	10:13	10:22	10:31	10:32	10:43	10:57	10:57	11:03	11:11	11:31
10:10	10:27	10:33	10:42	10:51	10:52	11:03	11:17	11:17	11:23	11:31	11:51
10:30	10:47	10:53	11:02	11:11	11:12	11:23	11:37	11:37	11:43	11:51	12:11
10:50	11:07	11:13	11:22	11:31	11:32	11:43	11:57	11:57	12:03	12:11	12:31
11:10	11:27	11:33	11:42	11:51	11:52	12:03	12:17	12:17	12:23	12:31	12:51
11:30	11:47	11:53	12:02	12:11	12:12	12:23	12:37	12:37	12:43	12:51	13:11
11:50	12:07	12:13	12:22	12:31	12:32	12:43	12:57	12:57	13:03	13:11	13:31
12:10	12:27	12:33	12:42	12:51	12:52	13:03	13:17	13:17	13:23	13:31	13:51
12:30	12:47	12:53	13:02	13:11	13:12	13:23	13:37	13:37	13:43	13:51	14:11
12:50	13:07	13:13	13:22	13:31							

LINE 120

MONDAY THROUGH FRIDAY SCHEDULE

W	E	S	T	B	O	U	N	D			
Lv Brea (Brea Mall)	Lv La Habra (Imperial Hwy. & Beach Bl.)	Lv Mirada (Imperial Hwy. & Valley View Av.)	Lv Norwalk (Imperial Hwy. & Norwalk Bl.)	Lv Downey (Imperial Hwy. & Lakewood Bl.)	Lv Lynwood (Imperial Hwy. & Atlantic Av.)	Lv Imperial (Imperial Hwy. & Wilmington Av.)	Lv Imperial (Imperial Hwy. & Figueras St.)	Lv Imperial (Imperial Hwy. & Crenshaw Bl.)	Lv Hawthorne (Imperial Hwy. & Hawthorne Bl.)	Lv Sepulveda (Imperial Hwy. & Sepulveda Bl.)	Lv Ar LAX Transit Center
4:50AM	5:03AM	5:11AM	5:19AM	5:31AM	5:41AM	5:52AM	6:02AM	6:11AM	6:18AM	6:32AM	6:54AM
...	5:37	5:49	5:59	6:10	6:20	6:30	6:37	...	...
...	5:51	6:03	6:13	6:24	6:35	6:46	6:53	7:09	...
...	6:05	6:17	6:27	6:39	6:50	7:02	7:12	...	...
...	6:19	6:32	6:42	6:54	7:05	7:17	7:25	7:41	...
...	6:31	6:46	6:56	7:07	7:18	7:30	7:38	...	...
...	6:42	6:58	7:09	7:21	7:32	7:42	7:50	...	...
...	6:57	7:13	7:24	7:36	7:45	7:57	8:05	8:21	...
...	7:11	7:27	7:38	7:52	8:01	8:13	8:21	...	...
...	8:05	8:14	8:25	8:32	8:47	...
...	8:21	8:30	8:41	8:47	...	...
...	8:37	8:46	8:56	9:02	...	...
...	8:53	9:02	9:12	9:18	...	...
...	9:09	9:18	9:28	9:34	...	...
...	9:25	9:34	9:44	9:50	...	...
...	9:41	9:50	10:00	10:06	...	...
...	9:57	10:06	10:16	10:22	...	...
...	10:13	10:22	10:32	10:38	...	...
...	10:29	10:38	10:48	10:54	...	...
...	10:45	10:54	11:04	11:10	...	...
...	11:01	11:10	11:20	11:26	...	...
...	11:17	11:26	11:36	11:42	...	...
...	11:33	11:42	11:52	11:58	...	...
...	11:49	11:58	12:08	12:14	...	...
...	12:05	12:14	12:24	12:30	...	...
...	12:21	12:30	12:40	12:46	...	...
...	12:37	12:46	12:56	13:02	...	...
...	12:53	13:02	13:12	13:18	...	...
...	13:09	13:18	13:28	13:34	...	...
...	13:25	13:34	13:44	13:50	...	...
...	13:41	13:50	14:00	14:06	...	...
...	13:57	14:06	14:16	14:22	...	...
...	14:13	14:22	14:32	14:38	...	...
...	14:29	14:38	14:48	14:54	...	...
...	14:45	14:54	15:04	15:10	...	...
...	15:01	15:10	15:20	15:26	...	...
...	15:17	15:26	15:36	15:42	...	...
...	15:33	15:42	15:52	15:58	...	...
...	15:49	15:58	16:08	16:14	...	...
...	16:05	16:14	16:24	16:30	...	...
...	16:21	16:30	16:40	16:46	...	...
...	16:37	16:46	16:56	17:02	...	...
...	16:53	17:02	17:12	17:18	...	...
...	17:09	17:18	17:28	17:34	...	...
...	17:25	17:34	17:44	17:50	...	...
...	17:41	17:50	18:00	18:06	...	...
...	17:57	18:06	18:16	18:22	...	...
...	18:13	18:22	18:32	18:38	...	...
...	18:29	18:38	18:48	18:54	...	...
...	18:45	18:54	19:04	19:10	...	...
...	19:01	19:10	19:20	19:26	...	...
...	19:17	19:26	19:36	19:42	...	...
...	19:33	19:42	19:52	19:58	...	...
...	19:49	19:58	20:08	20:14	...	...
...	20:05	20:14	20:24	20:30	...	...
...	20:21	20:30	20:40	20:46	...	...
...	20:37	20:46	20:56	21:02	...	...
...	20:53	21:02	21:12	21:18	...	...
...	21:09	21:18	21:28	21:34	...	...
...	21:25	21:34	21:44	21:50	...	...
...	21:41	21:50	22:00	22:06	...	...
...	21:57	22:06	22:16	22:22	...	...
...	22:13	22:22	22:32	22:38	...	...
...	22:29	22:38	22:48	22:54	...	...
...	22:45	22:54	23:04	23:10	...	...
...	23:01	23:10	23:20	23:26	...	...
...	23:17	23:26	23:36	23:42	...	...
...	23:33	23:42	23:52	23:58	...	...
...	23:49	23:58	00:08	00:14	...	...
...	00:05	00:14	00:24	00:30	...	...
...	00:21	00:30	00:40	00:46	...	...
...	00:37	00:46	00:56	01:02	...	...
...	00:53	01:02	01:12	01:18	...	...
...	01:09	01:18	01:28	01:34	...	...
...	01:25	01:34	01:44	01:50	...	...
...	01:41	01:50	02:00	02:06	...	...
...	01:57	02:06	02:16	02:22	...	...
...	02:13	02:22	02:32	02:38	...	...
...	02:29	02:38	02:48	02:54	...	...
...	02:45	02:54	03:04	03:10	...	...
...	03:01	03:10	03:20	03:26	...	...
...	03:17	03:26	03:36	03:42	...	...
...	03:33	03:42	03:52	03:58	...	...
...	03:49	03:58	04:08	04:14	...	...
...	04:05	04:14	04:24	04:30	...	...
...	04:21	04:30	04:40	04:46	...	...
...	04:37	04:46	04:56	05:02	...	...
...	04:53	05:02	05:12	05:18	...	...
...	05:09	05:18	05:28	05:34	...	...
...	05:25	05:34	05:44	05:50	...	...
...	05:41	05:50	06:00	06:06	...	...
...	05:57	06:06	06:16	06:22	...	...
...	06:13	06:22	06:32	06:38	...	...
...	06:29	06:38	06:48	06:54	...	...
...	06:45	06:54	07:04	07:10	...	...
...	07:01	07:10	07:20	07:26	...	...
...	07:17	07:26	07:36	07:42	...	...
...	07:33	07:42	07:52	07:58	...	...
...	07:49	07:58	08:08	08:14	...	...
...	08:05	08:14	08:24	08:30	...	...
...	08:21	08:30	08:40	08:46	...	...
...	08:37	08:46	08:56	09:02	...	...
...	08:53	09:02	09:12	09:18	...	...
...	09:09	09:18	09:28	09:34	...	...
...	09:25	09:34	09:44	09:50	...	...
...	09:41	09:50	10:00	10:06	...	...
...	09:57	10:06	10:16	10:22	...	...
...	10:13	10:22	10:32	10:38	...	...
...	10:29	10:38	10:48	10:54	...	...
...	10:45	10:54	11:04	11:10	...	...
...	11:01	11:10	11:20	11:26	...	...
...	11:17	11:26	11:36	11:42	...	...
...	11:33	11:42	11:52	11:58	...	...
...	11:49	11:58	12:08	12:14	...	...
...	12:05	12:14	12:24	12:30	...	...
...	12:21	12:30	12:40	12:46	...	...
...	12:37	12:46	12:56	13:02	...	...
...	12:53	13:02	13:12	13:18	...	...
...	13:09	13:18	13:28	13:34	...	...
...	13:25	13:34	13:44	13:50	...	...
...	13:41	13:50	14:00	14:06	...	...
...	13:57	14:06	14:16	14:22	...	...
...	14:13	14:22	14:32	14:38	...	...
...	14:29	14:38	14:48	14:54	...	...
...	14:45	14:54	15:04	15:10	...	...
...	15:01	15:10	15:20	15:26	...	...
...	15:17	15:26	15:36	15:42	...	...
...	15:33	15:42	15:52	15:58	...	...
...	15:49	15:58	16:08	16:14	...	...
...	16:05	16:14	16:24	16:30	...	...
...	16:21	16:30	16:40	16:46	...	...
...	16:37	16:46	16:56	17:02	...	...
...	16:53	17:02	17:12	17:18	...	...
...	17:09	17:18	17:28	17:34	...	...
...	17:25	17:34	17:44	17:50	...	...
...	17:41	17:50	18:00	18:06	...	...
...	17:57	18:06	1			

SUNDAY SCHEDULE

SUNDAY SCHEDULE WILL BE OPERATED ON NEW YEAR'S DAY, MEMORIAL DAY, INDEPENDENCE DAY, FOR DAY, THANKSGIVING DAY AND CHRISTMAS DAY.

E	A	S	T	B	O	U	N	L		
Lv LAX Transit Center	Lv Imperial Hwy. & Sepul- veda Bl.	Lv Hawthorne Hwy. & Horne Bl.	Lv Imperial Hwy. & Fig- ueros St.	Lv Imperial Hwy. & Wil- mington Ave.	Lv Imperial Hwy. & Long Beach Bl.	Lv Lynwood (Imperial Hwy. & Atlantic Ave.)	Lv Downey (Imperial Hwy. & Lakewood Bl.)	Lv Norwalk (Imperial Hwy. & Norwalk Bl.)	Lv La Mirada (Imperial Hwy. & Valley View Ave.)	Lv La Habra (Imperial Hwy. & Beach Bl.)
700AM	703AM	710AM	715AM	723AM	731AM	736AM	742AM	750AM	800AM	814AM
800	803	811	816	823	831	837	843	852	902	916
900	904	912	917	925	934	939	945	954	1005	1019
1000	1004	1012	1017	1026	1035	1041	1047	1057	1108	1122
1030	1034	1042	1047	1056	1105	1111	1117	1127	1208PM	1222PM
1100	1104	1112	1117	1126	1135	1141	1147	1157	1208PM	1222PM
1130	1134	1142	1147	1156	1205PM	1211PM	1217PM	1227PM	108	114
1159	1204PM	1212PM	1217PM	1226PM	1235PM	1241PM	1247PM	1257PM	108	114
1230PM	1234PM	1242PM	1247PM	1256PM	1305PM	1311PM	1317PM	1327PM	208	214
1300	1304	1312	1317	1326	1335PM	1341PM	1347PM	1357PM	208	214
1330	1334	1342	1347	1356	1405PM	1411PM	1417PM	1427PM	208	214
1400	1404	1412	1417	1426	1435PM	1441PM	1447PM	1457PM	208	214
1430	1434	1442	1447	1456	1505PM	1511PM	1517PM	1527PM	208	214
1500	1504	1512	1517	1526	1535PM	1541PM	1547PM	1557PM	208	214
1530	1534	1542	1547	1556	1605PM	1611PM	1617PM	1627PM	208	214
1600	1604	1612	1617	1626	1635PM	1641PM	1647PM	1657PM	208	214
1630	1634	1642	1647	1656	1705PM	1711PM	1717PM	1727PM	208	214
1700	1704	1712	1717	1726	1735PM	1741PM	1747PM	1757PM	208	214
1730	1734	1742	1747	1756	1805PM	1811PM	1817PM	1827PM	208	214
1800	1804	1812	1817	1826	1835PM	1841PM	1847PM	1857PM	208	214
1830	1834	1842	1847	1856	1905PM	1911PM	1917PM	1927PM	208	214
1900	1904	1912	1917	1926	1935PM	1941PM	1947PM	1957PM	208	214
1930	1934	1942	1947	1956	2005PM	2011PM	2017PM	2027PM	208	214
2000	2004	2012	2017	2026	2035PM	2041PM	2047PM	2057PM	208	214
2030	2034	2042	2047	2056	2105PM	2111PM	2117PM	2127PM	208	214
2100	2104	2112	2117	2126	2135PM	2141PM	2147PM	2157PM	208	214
2130	2134	2142	2147	2156	2205PM	2211PM	2217PM	2227PM	208	214
2200	2204	2212	2217	2226	2235PM	2241PM	2247PM	2257PM	208	214
2230	2234	2242	2247	2256	2305PM	2311PM	2317PM	2327PM	208	214
2300	2304	2312	2317	2326	2335PM	2341PM	2347PM	2357PM	208	214
2330	2334	2342	2347	2356	2405PM	2411PM	2417PM	2427PM	208	214
2400	2404	2412	2417	2426	2435PM	2441PM	2447PM	2457PM	208	214
2430	2434	2442	2447	2456	2505PM	2511PM	2517PM	2527PM	208	214
2500	2504	2512	2517	2526	2535PM	2541PM	2547PM	2557PM	208	214
2530	2534	2542	2547	2556	2605PM	2611PM	2617PM	2627PM	208	214
2600	2604	2612	2617	2626	2635PM	2641PM	2647PM	2657PM	208	214
2630	2634	2642	2647	2656	2705PM	2711PM	2717PM	2727PM	208	214
2700	2704	2712	2717	2726	2735PM	2741PM	2747PM	2757PM	208	214
2730	2734	2742	2747	2756	2805PM	2811PM	2817PM	2827PM	208	214
2800	2804	2812	2817	2826	2835PM	2841PM	2847PM	2857PM	208	214
2830	2834	2842	2847	2856	2905PM	2911PM	2917PM	2927PM	208	214
2900	2904	2912	2917	2926	2935PM	2941PM	2947PM	2957PM	208	214
2930	2934	2942	2947	2956	3005PM	3011PM	3017PM	3027PM	208	214
3000	3004	3012	3017	3026	3035PM	3041PM	3047PM	3057PM	208	214
3030	3034	3042	3047	3056	3105PM	3111PM	3117PM	3127PM	208	214
3100	3104	3112	3117	3126	3135PM	3141PM	3147PM	3157PM	208	214
3130	3134	3142	3147	3156	3205PM	3211PM	3217PM	3227PM	208	214
3200	3204	3212	3217	3226	3235PM	3241PM	3247PM	3257PM	208	214
3230	3234	3242	3247	3256	3305PM	3311PM	3317PM	3327PM	208	214
3300	3304	3312	3317	3326	3335PM	3341PM	3347PM	3357PM	208	214
3330	3334	3342	3347	3356	3405PM	3411PM	3417PM	3427PM	208	214
3400	3404	3412	3417	3426	3435PM	3441PM	3447PM	3457PM	208	214
3430	3434	3442	3447	3456	3505PM	3511PM	3517PM	3527PM	208	214
3500	3504	3512	3517	3526	3535PM	3541PM	3547PM	3557PM	208	214
3530	3534	3542	3547	3556	3605PM	3611PM	3617PM	3627PM	208	214
3600	3604	3612	3617	3626	3635PM	3641PM	3647PM	3657PM	208	214
3630	3634	3642	3647	3656	3705PM	3711PM	3717PM	3727PM	208	214
3700	3704	3712	3717	3726	3735PM	3741PM	3747PM	3757PM	208	214
3730	3734	3742	3747	3756	3805PM	3811PM	3817PM	3827PM	208	214
3800	3804	3812	3817	3826	3835PM	3841PM	3847PM	3857PM	208	214
3830	3834	3842	3847	3856	3905PM	3911PM	3917PM	3927PM	208	214
3900	3904	3912	3917	3926	3935PM	3941PM	3947PM	3957PM	208	214
3930	3934	3942	3947	3956	4005PM	4011PM	4017PM	4027PM	208	214
4000	4004	4012	4017	4026	4035PM	4041PM	4047PM	4057PM	208	214
4030	4034	4042	4047	4056	4105PM	4111PM	4117PM	4127PM	208	214
4100	4104	4112	4117	4126	4135PM	4141PM	4147PM	4157PM	208	214
4130	4134	4142	4147	4156	4205PM	4211PM	4217PM	4227PM	208	214
4200	4204	4212	4217	4226	4235PM	4241PM	4247PM	4257PM	208	214
4230	4234	4242	4247	4256	4305PM	4311PM	4317PM	4327PM	208	214
4300	4304	4312	4317	4326	4335PM	4341PM	4347PM	4357PM	208	214
4330	4334	4342	4347	4356	4405PM	4411PM	4417PM	4427PM	208	214
4400	4404	4412	4417	4426	4435PM	4441PM	4447PM	4457PM	208	214
4430	4434	4442	4447	4456	4505PM	4511PM	4517PM	4527PM	208	214
4500	4504	4512	4517	4526	4535PM	4541PM	4547PM	4557PM	208	214
4530	4534	4542	4547	4556	4605PM	4611PM	4617PM	4627PM	208	214
4600	4604	4612	4617	4626	4635PM	4641PM	4647PM	4657PM	208	214
4630	4634	4642	4647	4656	4705PM	4711PM	4717PM	4727PM	208	214
4700	4704	4712	4717	4726	4735PM	4741PM	4747PM	4757PM	208	214
4730	4734	4742	4747	4756	4805PM	4811PM	4817PM	4827PM	208	214
4800	4804	4812	4817	4826	4835PM	4841PM	4847PM	4857PM	208	214
4830	4834	4842	4847	4856	4905PM	4911PM	4917PM	4927PM	208	214
4900	4904	4912	4917	4926	4935PM	4941PM	4947PM	4957PM	208	214
4930	4934	4942	4947	4956	5005PM	5011PM	5017PM	5027PM	208	214
5000	5004	5012	5017	5026	5035PM	5041PM	5047PM	5057PM	208	214
5030	5034	5042	5047	5056	5105PM	5111PM	5117PM	5127PM	208	214
5100	5104	5112	5117	5126	5135PM	5141PM	5147PM	5157PM	208	214
5130	5134	5142	5147	5156	5205PM	5211PM	5217PM	5227PM	208	214
5200	5204	5212	5217	5226	5235PM	5241PM	5247PM	5257PM	208	214
5230	5234	5242	5247	5256	5305PM	5311PM	5317PM	5327PM	208	214
5300	5304	5312	5317	5326	5335PM	5341PM	5347PM	5357PM	208	214
5330	5334	5342	5347	5356	5405PM	5411PM	5417PM	5427PM	208	214
5400	5404	5412	5417	5426	5435PM	5441PM	5447PM	5457PM	208	214
5430	5434	5442	5447	5456	5505PM	5511PM	5517PM	5527PM	208	214
5500	5504	5512	5517	5526	5535PM	5541PM	5547PM	5557PM	208	214
5530	5534	5542	5547	5556	5605PM	5611PM	5617PM	5627PM	208	214
5600	5604	5612	5617	5626	5635PM	5641PM	5647PM	5657PM	208	214
5630	5634	5642	5647	5656	5705PM	5711PM	5717PM	5727PM	208	214
5700	5704	5712	5717	5726	5735PM	5741PM	5747PM	5757PM	208	214
5730	5734	5742	5747	5756	5805PM	5811PM	5817PM	5827PM	208	214
5800	5804	5812	5817	5826	5835PM	5841PM	5847PM	5857PM	208	214
5830	5834	5842	5847	5856	5905PM	5911PM	5917PM	5927PM	208	214
5900	5904	5912	5917	5926	5935PM	5941PM	5947PM	5957PM	208	214
5930	5934	5942	5947	5956	6005PM	6011PM	6017PM	6027PM	208	214
6000	6004	6012	6017	6026	6035PM	6041PM	6047PM	6057PM	208	214
6030	6034	6042	6047	6056	6105PM	6111PM	6117PM	6127PM	208	214
6100	6104	6112	6117	6126	6135PM	6141PM	6147PM	6157PM	208	214
6130	6134	6142	6147	6156	6205PM	6211PM	6217PM	6227PM	208	214
6200	6204	6212	6217	6226	6235PM	6241PM	6247PM	6257PM	208	214
6230	6234	6242	6247	6256	6305PM	6311PM	6317PM	6327PM	208	214
6300	6304	6312	6317	6326	6335PM	6341PM	6347PM	6357PM	208	214
6330	6334	6342	6347	6356	6405PM	6411PM	6417PM	6427PM	208	214

W E S T D O D T O L O S A N E L E S

INBOUND PASSENGER RESTRICTIONS - FROM THE EAST TERMINALS TO AND INCLUDING ARCADIA & LOS ANGELES STS. PASSENGERS MAY BOARD AND ALIGHT AT ANY STOP, FROM ARCADIA & LOS ANGELES STS. TO THE WEST TERMINALS. PASSENGERS WILL BE DISCHARGED ONLY.

OUTBOUND PASSENGER RESTRICTIONS - FROM THE WEST TERMINALS, PASSENGERS MAY BOARD ONLY WHOSE DESTINATION IS ALISO & MAIN STS. AND BEYOND. AT ALISO & MAIN STS. AND ALL STOPS TO THE EAST TERMINALS, PASSENGERS MAY BOARD AND ALIGHT AT ANY STOP.

* BUS ASSIGNED IS SCHEDULED TO BE ACCESSIBLE TO THE DISABLED

- ALL WESTBOUND TRIPS DEPARTING EASTLAND SHOPPING CENTER FROM 12:01AM TO 8:30AM WILL OPERATE ALONG THE ROADWAY NORTH OF THE SHOPPING CENTER STORES.



LINE

490

480
LOS ANGELES-COWANA-
WALNUT-CAL POLY POMONA-
LANTERMAN STATE HOSPITAL-
BREA MALL-CAL STATE FULLERTON



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CITY OF WHITTIER

13230 PENN STREET, WHITTIER, CALIFORNIA 90602-1772 (213) 945-8200

April 4, 1990

Mr. Carlos Jaramillo, Planner
City of La Habra
201 East La Habra Blvd.
La Habra, CA 90631

Dear Mr. Jaramillo:

Subject: Notice of Preparation (NOP) General Plan 2020

Thank you for the opportunity to review and comment upon the Notice of Environmental Impact Report for you General Plan study.

The City of Whittier notes that there is a joint agreement for a signal installation at the intersection of Valley Home and Leffingwell Road/La Habra Blvd. which, it appears would not have a significant effect upon the Circulation Element or Land Use Element.

If we can be of further assistance to you, please contact us. Our common boundaries are important to La Habra and Whittier and cooperative planning efforts will continue to allow a smooth transition between our two cities, Los Angeles County, and Orange County areas.

Sincerely,



Elvin H. Porter, Planning Director
WHITTIER CITY PLANNING DEPARTMENT

EHP:WH

#5



City of Brea

March 20, 1990

Mr. Carlos Jaramillo
City Planner
City of La Habra
201 E. La Habra Boulevard
La Habra, CA 90631

Subject: NOP for La Habra General Plan 2020 EIR

Dear Mr. Jaramillo:

We have reviewed the subject NOP for the proposed La Habra General Plan 2020 project. From the brief description it appears that all nine elements comprising the General Plan will be fully updated. More specific information regarding the proposed revisions is not provided.

We note that a projected increase in population, housing, and employment is expected to occur as a result of the proposed project. As your neighbor to the east, Brea is concerned with the amount, type, and distribution of growth in La Habra and the effects it may have on our city. The circulation system serving both communities is of particular concern. The NOP indicates that only parking will be addressed. We suggest that the EIR consider the traffic and circulation impacts of projected growth, specifically, the effects of any intensification or redistribution of land uses which may be contemplated in the General Plan update.

Thank you for the opportunity to comment on this environmental document. We look forward to reviewing both the General Plan 2020 document and the EIR when they become available.

If you have any questions please feel free to contact myself or Patricia Shoemaker at (714) 990-7674.

Sincerely,



Konradt Bartlam
City Planner

PS/KB:NOPLHA2



SOUTHERN CALIFORNIA gas COMPANY

ORANGE COUNTY DIVISION • P O BOX 3334, ANAHEIM, CALIFORNIA 92803-3334

March 19, 1990

City of La Habra
201 E. La Habra Blvd.
La Habra, CA 90631

Attention: Carlos Jaramillo

Subject: EIR - La Habra General Plan 2020

This letter is not to be interpreted as a contractual commitment to serve the proposed project, but only as an information service. Its intent is to notify you that the Southern California Gas Company has facilities in the area where the above named project is proposed. Gas service to the project could be served from an existing main as shown on the attached atlas sheet without any significant impact on the environment. The service would be in accordance with the company's policies and extension rules on file with the California Public Utilities Commission at the time contractual arrangements are made.

The availability of natural gas service, as set forth in this letter, is based upon present conditions of gas supply and regulatory policies. As a public utility, the Southern California Gas Company is under the jurisdiction of the federal regulatory agencies. Should these agencies take any action which affects gas supply or the condition under which service is available, gas service will be provided in accordance with revised conditions.

Residential (System Area Average)

Single-family
Multi-family 4 or less units
Multi-family 5 or more units

Yearly


1095 therms/year/dwelling unit
640 therms/year/dwelling unit
580 therms/year/dwelling unit

These estimates are based on gas consumption in residential units served by Southern California Gas Company during 1975 and it should not be implied that any particular home, apartment or tract of homes will use these amounts of energy. This is particularly true due to the State's insulation requirements and consumers' efforts toward energy conservation.

Estimates of gas usage for non-residential projects are developed on an individual basis and are obtained from a Market Services Staff representative by calling (714)634-3180.

We have developed several programs which are available, upon request, to provide assistance in selecting the most energy efficient appliances or systems for a particular project. If you desire further information on any of our energy programs, please contact this office for assistance.

Sincerely,


Bill Glines
Technical Supervisor

LC:du
attachment



LOWELL JOINT SCHOOL DISTRICT

11019 VALLEY HOME AVENUE, WHITTIER, CA. 90603-3098

(213) 943-0211

March 9, 1990

Mr. Carlos Jaramillo
City of La Habra
201 East La Habra Blvd.
La Habra, CA 90631

Dear Mr. Jaramillo:

After reviewing the Draft Environmental Impact Report on La Habra General Plan 2020, we are providing tentative approval. Since we are unable to determine the impact of the plan on schools in general, we are reserving a decision as to whether our current schools will be sufficient to handle any increases in students and/or projects which will impact on the facilities.

I trust the foregoing will provide sufficient information to you. If not, please don't hesitate to contact this office.

Sincerely,

Ronald T. Randolph
District Superintendent

RTR:cs



DEPARTMENT OF TRANSPORTATION

DISTRICT 12
2500 ELLMAN STREET
SAN ANA, CA 92705

April 24, 1990

Mr. Carlos Jaramillo
City Planner
City of La Habra
201 East La Habra Boulevard
La Habra, CA 90631

FILE: IGR/CEQA
NOP General Plan
City of La Habra
SCH # 90010249

Dear Mr. Jaramillo:

Thank you for the opportunity to respond to the above referenced project. Caltrans District 12 has no comment at this time. However, we would appreciate being informed of any future developments which could potentially impact our facilities.

If you have any questions, or if we can be of any further assistance, please contact Chuck Limon at (714)724-2235.

Sincerely,

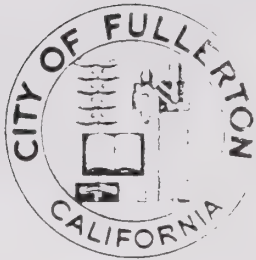
CALTRANS DISTRICT 12

A handwritten signature in cursive script, reading 'Robert F. Joseph'.

Robert F. Joseph, Chief
Advance Planning Branch

RFJ:sl

cc: Brad McAllester, HQTRS Planning
Garrett Ashley, OPR



DEVELOPMENT SERVICES DEPARTMENT

225 WEST COMMONWEALTH AVENUE • FULLERTON, CALIFORNIA 92632

Telephone: (714) 738-6540

FAX: (714) 738-6758

April 9, 1990

Carlos Jaramillo
City Planner
City of La Habra
201 East La Habra Boulevard
La Habra, CA 906331

Re: Notice of Preparation of a Draft Environmental Impact Report
La Habra General Plan 2020

Dear Carlos:

The City of Fullerton is in receipt of your Notice of Preparation of a Draft Environmental Impact Report for the La Habra General Plan 2020 dated March 5, 1990, received by this office on March 8, 1990. The City of Fullerton would urge that the City of La Habra develop land use intensity standards for all land uses as part of the City of La Habra's General Plan Update. The land use intensity standard should then be used to model the traffic generation and subsequent analysis to determine if the transportation facilities available can accommodate the proposed development. We are particularly concerned that modeling take place on those transportation facilities which are shared jointly by the City of Fullerton and La Habra, particularly Harbor Boulevard, Euclid Street, Gilbert Street and Imperial Highway.

Thank you for the opportunity to comment on the Notice of Preparation of the Draft Environmental Impact Report for the La Habra General Plan 2020 update. We look forward to receiving and commenting on the Draft Environmental Impact Report.

Sincerely,

Barry Eaton
Chief Planner

BE:pj

AREAWIDE CLEARINGHOUSE MEMORANDUM

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Rancho Palos Verdes

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Moreno Valley

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Laguna Beach

ALTERNATES

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• Riverside County **Melba Dunlap, Supervisor** • San Bernardino County **Larry Walker, Supervisor** • Ventura County **James Dougherty, Supervisor** • Cities of Imperial County
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Richard Deininger, Jr., Mayor • Corona • Cities of San Bernardino County **Larry Rhinehart, Mayor** • Montclair • Cities of Ventura County • (Vacant) • City of Los Angeles **Richard Alatorre,**
Councilmember • **Joy Picus, Councilmember** • **Michael Woo, Councilmember** • Long Beach 2nd position (Vacant) • At Large Delegates **Vicky Howard, Councilmember** • Simi Valley •
Robert Bartlett, Mayor • Monrovia • **Ruthelyn Plummer, Mayor Pro Tem** • Newport Beach

PROJECT APPLICANT: City of La Habra

SCH NO.:

PROJECT TITLE: NOP of a Dra. EIR: La
Habra General Plan 2020


SCAG NO.: 53866

DATE: April 9, 1990

The project title and SCAG number should be used in all correspondence with SCAG concerning this project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. Staff can be reached by telephone at (213) 236 - 1800.

Notice of Preparation of Environmental Impact Reports/ Statements, Negative Declarations, and Initial Studies.

- ☐ We have concluded review of the above project and have determined that it is of local significance and does not warrant clearinghouse comments.
- ☐ We have concluded review of the above project and have determined that it is of areawide significance and generally consistent with regional policies.
- ☒ We have concluded review of the above project and have determined that it is regionally significant. Comments on this project are attached.
- ☐ In conducting the areawide notification for this project, SCAG received the attached comments from outside agencies.



Clearinghouse Official
Philip Fernando

**ENVIRONMENTAL DOCUMENTATION AND REVIEW
GENERAL REQUIREMENTS
for
NEGATIVE DECLARATIONS, MITIGATED NEGATIVE DECLARATIONS,
NOTICES OF PREPARATION, ENVIRONMENTAL IMPACT REPORTS,
ENVIRONMENTAL ASSESSMENTS, AND RELATED DOCUMENTS**

The general requirements for the review of regionally significant projects are based on the disclosure of information, identification of impacts and a program for their mitigation, as required under CEQA. The requirements used presently by SCAG are revised as shown below to provide for the adoption of the Growth Management Plan, Regional Mobility Plan, and Air Quality Management Plan. [Revised on November 1, 1989]

If any proposed project(s) will or could cause environmental impacts, such impacts must be consistent with the forecasts included in Growth Management Plan and Regional Mobility Plan (approved in February 1989) and the Air Quality Management Plan (approved in March 1989).

The relationships of the forecasts and policies mentioned above must be addressed and evaluated wherever applicable. Therefore, all of the documents listed above and other such studies and reports should address the issues below. (Not all issues will apply to every project.)

1. What are the impacts of the proposed project on population, employment, and housing?
Give the growth forecast for each phase of the project, if phased.
2. Are the growth management goals and policies complied with?
3. Are the Jobs/Housing Balance performance goals being met?
4. Is housing availability discussed in terms of the income and wage levels of the local workforce?
5. What will be the cumulative impacts of the project in the subregion? How is this related to the Growth Management Plan forecast at the expected date of project completion or phase completion?
6. Are the provisions of the Air Quality Management Plan implemented at the local level and within the subregion? What are the air quality impacts of the project? Are they being addressed?
7. For any project with transportation corridor-level impacts, what are the long-term impacts?
8. What assumptions are used in estimating the total trips generated by the project?
9. What are the related vehicular emissions?

10. What is the annual impact on total trips generated by this project?
11. Discuss the transportation demand-management program chosen for the project. Will mass transit, ridesharing, and other trip-reduction strategies be promoted?
Quantify the effects of each component of these programs.
Provide an implementation schedule for each component.
Identify the person or agency responsible for monitoring and administering the program.
Who will operate the program?
How will the program be funded?
12. Does the project impact a highway, either directly or indirectly? Does it include a highway in a mitigation measure? If so:
The document must state where the project includes High Occupancy Vehicles (HOV), transitway, and/or mixed-flow improvements;
It must state how mitigation measures will promote the use of HOVs, transitway, and/or mixed-flow improvement;
It must state whether the highway improvement is included in the Caltrans District Service Management Plan.
13. Transportation improvements/projects must adhere to the following criteria:
The impact of the overall project on air quality in the long term must be analyzed on a transportation corridor level, even if the project is phased or incrementally developed.
The impact of the project on air quality must be compared with the impacts of the project alternatives, on a transportation corridor level. The alternatives must also be compared with each other.
The demand-management strategies, HOV improvements, and transit are required to be evaluated as alternatives (and as mitigation measures if necessary).
14. **ALL PROJECTS MUST STATE THE FOLLOWING:**
- o Whether they are included in the Regional Transportation Improvement Program;
 - o Whether they are consistent with local planning documents;
 - o Whether they are identified as constrained or unconstrained in the Regional Mobility Plan;
 - o Whether they are consistent with the specific policy elements of the Regional Mobility Plan, Section IV.
15. What are the impacts (if any) of the project on:
Water,
Wastewater treatment,
Solid and hazardous waste,
Energy,
School facilities?

Environmental documents will be reviewed by SCAG at the appropriate time within the public review period, or under public hearing procedures.

Please send three copies of the documents when they are ready for distribution.

**FOR ADDITIONAL INFORMATION, PLEASE CALL
THE SCAG CLEARINGHOUSE
(213) 236-1800**

VII. PURPOSE AND FORMAT OF FINAL EIR

VII. PURPOSE AND FORMAT OF THE FINAL ENVIRONMENTAL IMPACT REPORT

Under the California Environmental Quality Act (CEQA), the City of La Habra as lead agency is required, after completion of a draft environmental impact report (EIR), to consult with and obtain comments from the public agencies having jurisdiction by law with respect to the proposed project and to provide the general public with opportunities to comment on the Draft EIR. The City of La Habra, as lead agency, is also required to respond to significant environmental points raised in the review and consultation process.

The final EIR has been prepared to respond to the public comments received on the Draft La Habra General Plan 2020, Environmental Impact Report 89-02, which was circulated for public review and comment from May 31, 1990 to July 15, 1990.

This document has been prepared as an attachment to the Draft Environmental Impact Report. This document and the Draft EIR, herein incorporated constitute the Final EIR.

The section is divided into two parts:

- * Part A: This section includes changes and revisions to EIR, including revised Tables and language within the document.
- * Part B: This section contains copies of all written and oral comments received on the Draft EIR and the City of La Habra's responses to significant environmental points raised during the Draft EIR public review process.

This Final EIR contains a total of 6 written comment letters and all 6 letters were written by public agencies.

PART A

Changes and Additions to the EIR

The following notes include changes to tables, language and clarification to the Draft Environmental Impact Report as a result of comments from agencies and further staff research.

Table 1-has been updated to reflect the goals of the City in regards to ultimate development.

Page 19-The Draft EIR indicates 3 types of secondary pollutants and a fourth pollutant to be added is Nitrogen Dioxide.

Page 20-The Draft EIR indicates that the AQMP was originally adopted by the California Air Resources Board on May 10, 1969 and the date should be May 10, 1979.

Page 26-The section on Seismic Characteristics is being changed to reflect the information provided to the City by the Department of Conservation of the State of California. The portion dealing with the Whittier earthquake in October of 1987 should be changed to the following:

However, due to the proximity and its recent history, the most severe ground shaking would result from earthquake activity on the Whittier fault zone. Although the 1987 earthquake occurred near the northern end of the Whittier Fault, it is now understood that the rupture occurred along a previously unidentified, shallow-dipping thrust at a depth of about 14 kilometers (Hauksson, et al., 1988). This thrust fault is believed to be related to the Elysian Park anticline, and the earthquake the result of active folding of the rocks. Since the fault rupture did not continue to the ground surface during this earthquake, surface rupture damage did not occur. A number of aftershocks have occurred with the largest one coming in the fall of 1989.

The Whittier Fault east of the City of La Habra has been included by the State of Geology in an Alquist-Priolo Special Studies Zone (Yorba Linda Quadrangle), indicating this portion of the Fault is active. The active classification of this Fault is based upon aerial photo interpretation and field geologic studies which have recognized displacement of Holocene age materials (Smith, 1978).

Under the list of active fault systems that could affect La Habra, the Elysian Park anticline is being added.

Page 31-Under the impacts section, the first paragraph is being altered due to comment received from the Department of Conservation, State of California, should read:

The Norwalk fault, because of its tentative nature is not considered a significant hazard. On the other hand, as to the 1987 earthquake that occurred near the northern end of the Whittier Fault, it is now understood that rupture occurred along a previously unidentified, shallow-dipping thrust fault at a depth of about 14 kilometers. This thrust fault is believed to be related to the Elysian Park anticline, and the earthquake the result of active folding of the rocks. The location of the City is fortuitous in the sense that it lies roughly equal distance between the Sierra Madre and Newport-Inglewood Fault zones, as well as the Norwalk and Whittier Fault zones, which are the areas within or immediately adjacent to the Los Angeles Basin most likely to be associated with future moderate to major earthquakes.

Page 41-The Residential section is being amended to the following:

The "Rural" designation should be changed to "Very Low/Rural Density".

The "Low Density" designation of dwelling units to the acre should be changed from 4-9 to 4-8.

The "Medium Density" designation of dwelling units to the acre should be changed from 10-16 to 9-14.

The "High Density" designation of dwelling units to the acre should be changed from 16-23 to 15-23.

Page 42-Transitional Residential/Commercial designation is further clarified to include a dwelling unit range of 8-23 units to the acre.

Page 43-Professional Office designation is further clarified to include High Density under certain circumstances.

Light Industrial designation is further clarified to include manufacturing and wholesaling and off-street parking facilities.

Page 44-Under Roadway, the first paragraph is being further clarified to read:

The Circulation network in the City of La Habra consists of major arterials (120' ROW); primary arterials (100' ROW); secondary arterials (80' ROW); and commuter streets (60' ROW). Major arterials/modified major arterials

include Beach Boulevard, segments of Lambert Road, Harbor Boulevard, and Euclid Street. The primary arterials/ include Imperial Highway, segments of La Habra Boulevard, Harbor Boulevard, Lambert Road, and Whittier Boulevard. Secondary arterials include Idaho Street, segments of Euclid Street, Palm Street, Whittier Boulevard, La Habra Boulevard, Hacienda Road, Macy Street, and Russell Street. Commuter arterials include Valley Home Avenue, Cypress Street, Walnut Street, and Monte Vista Street. Traffic volumes on the City's roadway system are shown in Figure 9. Streets having the highest traffic volumes consist of Imperial Highway (34,000 to 43,000 average daily traffic) and Beach Boulevard (24,000 to 31,000 average daily traffic).

Page 45-The Intersection section will be modified to reflect the more recent data as noted in response to Letter 6 of Part B of this report. The list of near or overcapacity intersections include:

- Beach/Imperial
- Imperial/Harbor
- La Habra/Harbor

Page 58-The Sewers section indicates that there are presently no treatment capacity constraints at these plants. Recent information obtained from the County of Orange indicates that the facility is near capacity and expansion will be needed in the future to meet the demands of District 3 which serves La Habra.

The Solid Waste section indicates that the life expectancy for the Brea-Olinda Landfill is projected to be 1994 and instead should be for 9 years.

Page 59-The Parks section figures should read for total acres of land within the planning area developed for parks 92.73 to 91.73, acres proposed for future parks from 8.27 to 25.32 acres, and land acquired for future parks from 2.95 to 2.6 acres.

Page 61-The Solid Waste section should read that the Brea-Olinda Landfill is expected to close in 9 years instead of by 1994.

Page 61-The School section notes that the increased enrollment is likely to exceed the capacity of the schools serving the La Habra community. New data received from the school district indicates that the existing school facilities can absorb the anticipated student increase.

PART B

Comments Received and Responses

This section contains the written comments received during the review period from May 31, 1990 to July 15, 1990, for the Draft EIR.

The following list the public agencies that prepared written comments on the Draft La Habra General Plan 2020, Environmental Impact Report 89-02.

Letter Number Agency/Person -----	Date of Comment Letter -----
State Agencies	
1. Department of Conservation/ Dennis J. O'Bryant	7/9/90
2. Department of Transportation/ Robert F. Joseph	6/20/90
County Agencies	
3. Airport Land Use Commission/ George Britton	6/26/90
Regional Agencies	
4. RTD/Dana A. Woodbury	7/5/90
Cities	
5. Brea/Konradt Bartlam	6/21/90
6. Fullerton/F. Paul Dudley	7/13/90

Copies of comments submitted by public agencies are included in this section. Each individual comment is numbered in the margin and the corresponding response to each comment is numbered accordingly.

Memorandum

STATE ALEX-1
LETTER 1

To : Dr. Gordon F. Snow
Assistant Secretary for Resources

Mr. Carlos Jaramillo
City of La Habra
201 East La Habra Boulevard
La Habra, CA 90631

From : Department of Conservation—Office of the Director

Date : July 9, 1990

Subject: Draft Environmental
Impact Report for
the La Habra General
Plan 2020,
SCH# 90010249

The Department of Conservation's Division of Mines and Geology (DMG) has reviewed the Draft Environmental Impact Report (EIR) for the La Habra General Plan 2020. We offer the following comments for consideration.

The Draft EIR discusses the nearby active faults which could affect the General Plan area with high levels of ground shaking. In this discussion, it is stated that the October 1987 (Whittier Narrows) earthquake occurred on the Whittier Fault. Although the 1987 earthquake occurred near the northern end of the Whittier Fault, it is now understood that rupture occurred along a previously unidentified, shallow-dipping thrust fault at a depth of about 14 kilometers (Hauksson, et al., 1988). This thrust fault is believed to be related to the Elysian Park anticline, and the earthquake the result of active folding of the rocks. Since the fault rupture did not continue to the ground surface during this earthquake, surface rupture damage did not occur and new Alquist-Priolo Special Studies Zones have not been delineated.

The Whittier Fault east of the City of La Habra has been included by the State Geologist in an Alquist-Priolo Special Studies Zone (Yorba Linda Quadrangle), indicating this portion of the Fault is active. The active classification of this Fault is based upon aerial photo interpretation and field geologic studies which have recognized displacement of Holocene age materials (Smith, 1978).

Because these two faults are distinct, we recommend that the Final EIR address the Elysian Park anticline and Whittier Fault as separate seismic sources which may affect the City of La Habra.

If you have any questions concerning these comments, or would like additional information, please contact Zoe McCrea, Division of Mines and Geology Environmental Review Officer, at (916) 322-2562.

Dennis J. O'Bryant
Environmental Program Coordinator

DJO:TM:efh

cc: Zoe McCrea, Division of Mines and Geology
Timothy McCrink, Division of Mines and Geology

Dr. Snow/Mr. Jaramillo
July 9, 1990
Page Two

References:

Hauksson, E., et al (17 others), 1988, The 1987 Whittier Narrows Earthquake in the Los Angeles Metropolitan area, California: Science, vol. 239, pp. 1409-1412.

Smith, D. P., 1977, Whittier Fault: California Division of Mines and Geology Fault Evaluation Report FER-41 (unpublished report).

Response to Comments of the Department of Conservation-Office of
the Director/State of California

- 1-1. The comments made regarding the recent Whittier earthquake and that it is now understood that rupture occurred along a previously unidentified, shallow-dipping thrust fault will be noted in the Final EIR and included in Part A, Changes and Additions to the EIR, of this document.

The revision will also include the Whittier Fault east of the City of La Habra having been included by the State Geologist in an Alquist-Priolo Special Studies Zone.

STATE AGENT
LETTER 2



DEPARTMENT OF TRANSPORTATION

DISTRICT 12
JLLMAN STREET
ANA, CA 92705

Mr. Carlos Jaramillo
City Planner
City of La Habra
201 East La Habra Boulevard
La Habra, CA 90631

June 20, 1990
FILE: DEIR for
La Habra General
Plan
SCH # 90010249

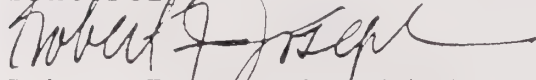
Dear Mr. Jaramillo:

Thank you for the opportunity to respond to the DEIR for the La Habra General Plan 2020. Caltrans District 12 has no comment at this time. However, we would appreciate being informed of any future developments which could potentially impact the State Transportation Facilities of Beach Boulevard and Imperial Highway, State Routes 39 and 90, respectively.

2-1

If you have any questions, or if we can be of any further assistance, please contact Chuck Limon at 714 724 2249.

Sincerely,


Robert F. Joseph, Chief
Advance Planning Branch

cc: Brad McAllester, HQTRS Planning
Garrett Ashley, OPR

Response to Comments of the Department of Transportation-District
12/State of California.

- 2-1. Comment Noted. As noted on page 16, the City will continue to require environmental assessments pursuant to CEQA, for all new developments. As part of this process, subsequent environmental documents will be provided to the Department of Transportation as well as other interested agencies for review and comment when potential significant effects are identified. With specific regard to Beach Boulevard and Imperial Highway, the City recognizes its responsibility to notify the Department of Transportation regarding potential impacts of new developments on this transportation facility.

COUNTY
LETTER 3



AIRPORT LAND USE COMMISSION

FOR ORANGE COUNTY—12 Civic Center Plaza, Rm. 238, Santa Ana, California 92702-4048
Mailing Address: P.O. Box 4048, Santa Ana, California 92702-4048

Phone: (714) 834-5312
Fax: (714) 834-6132

JUN 26 1990

Carlos Jaramillo
City Planner
City of La Habra
201 East La Habra Boulevard
La Habra, CA 90631

SUBJECT: La Habra 2020 General Plan DEIR 89-02

Dear Mr. Jaramillo:

Airport Land Use Commission staff has reviewed the above referenced draft Environmental Impact Report 89-02 for La Habra 2020 General Plan. The updated General Plan is composed of a total of nine (9) elements or components including all of the mandated elements which have been grouped into a set of related components.

In accordance with Section 21676(b), Article 3.5 of the Public Utilities Code, the subject general plan must be submitted to the ALUC for their review and determination of consistency with the Airport Environs Land Use Plan (AELUP) prior to the City's approval of the general plan. The Commission meets regularly on the third Thursday of every month in the Planning Commission Meeting Room, 10 Civic Center Drive, Santa Ana.

Thank you for the opportunity to comment on this EIR. We look forward to discussing the project with you further. Please contact me or Sara Anderson at 834-2098 if you have any questions.

Very truly yours,

George Britton
George Britton
Executive Officer

3-1

Responses to Comments of the Airport Land Use Commission for
Orange County.

- 3-1. In compliance with the Public Utilities Code, the City has forwarded a copy of the Draft General Plan to the Airport Land Use Commission for their review and action.



RECEIVED
LETTER 4

July 5, 1990

Mr. Carlos Jaramillo
City of La Habra
Planning Department
201 East La Habra Boulevard
La Habra, California 90631

Dear Mr. Jaramillo:

The Southern California Rapid Transit District (SCRTD) has reviewed the Draft Environmental Impact Report (DEIR) for the La Habra General Plan 2020 and offers the following comments and concerns.

The unavoidable adverse impact of additional demand for expanded transportation services cited by the plan can be partially mitigated by concentrating on more efficient use of the systems already in place. In addition to our comments on the NOP in a letter dated April 2, 1990, SCRTD suggests that the following can be incorporated into the planning process to make transit safer, more convenient and it's use more attractive to the public:

- o Structure planning and zoning codes to encourage higher density development in the vicinity of transit facilities. } 4-1
- o Review development plans to assure new projects provide access to transit facilities in a manner that is at least as convenient as access to automobiles. } 4-2

The DEIR should clarify and further define the Transportation Systems Management ordinance as stated in Section III - Transportation (mitigation measures) to include the following:

- o Preferential parking spaces should be set up for car/vanpools, and information racks should be set up for the distribution of transit and rideshare information. } 4-3

Mr. Carlos Jaramillo
July 5, 1990
Page 2

SCRTD is willing to cooperate with the City of La Habra on any transit related aspect of the General Plan 2020. Please forward the FEIR when it becomes available. Should you require additional information, please contact me at (213) 972-4841.

Sincerely,

Dana A. Woodbury

Dana A. Woodbury
Interim Director of Planning

44

Response to Comments of the Southern California Rapid Transit District.

- 4-1. RTD currently services the City through two transit routes along La Habra Boulevard and Imperial Highway. La Habra Boulevard consists of developed residential lots and commercial businesses. As noted on Page 74 and 75, the City approved the La Habra Boulevard Specific Plan which consists of the creation of a new land use designation of Transitional Residential/Commercial placed on a number of parcels along La Habra Boulevard, which will provide opportunities for more multiple family residential units on La Habra Boulevard. There already exists a number of developed multiple family projects on La Habra Boulevard, along with a number of group quarters for senior citizens.

High density residential development currently exists along and in proximity to Imperial Highway. Opportunities to create additional residential developments are constrained by existing commercial and industrial uses and by the scarcity of vacant land.

- 4-2. The City will continue to require all necessary public improvements be made as part of any new development projects in which that development has direct control for the installation of sidewalks and street lights where it is deemed necessary.
- 4-3. Comment Noted. As noted on page 66-67, the City of La Habra has implemented a number of measures to increase the ridership rate of City employees utilizing different modes of transportation. The City will assist any business within the community to develop a rideshare program. As part of a rideshare program, it may include preferential parking spaces for car/vanpools. The City has made available at City Hall and the County has made available at City Hall and the County has made available at the public library, space for the placement of transit information racks. The City will continue to work with the Air Quality Management District to implement those Transportation Systems Management programs that best meet the needs of the citizens of the City of La Habra.
- 4.4 The City will forward a copy of the Final EIR to RTD and appreciates RTD's cooperation and assistance.



City of Brea

CITY
LETTER 5

June 21, 1990

Mr. Carlos Jaramillo
City Planner
City of La Habra
201 E. La Habra Boulevard
La Habra, CA 90631

Dear Mr. Jaramillo:

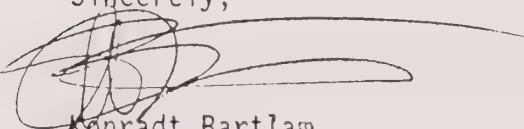
Thank you for the opportunity to review the draft environmental impact report for the proposed La Habra General Plan 2020 Project.

As you might expect, the circulation system serving both our communities is of particular concern. The draft environmental impact report suggests that conversion of the Chevron oil fields to a more intensive use will be the only future development expected to result in a significant increase in traffic for the area. Further, it indicates that any such development would require its own environmental impact report. We would stress the importance of subregional mobility issues in any such report.

We would also like to respectfully mention the importance of the cumulative effects of development relative to the traffic issue. As specific projects come on line under the new plan, they will undoubtedly be carefully scrutinized with regard to subregional mobility. I'm sure you will agree that this concern, along with attendant air quality issues, has become of paramount importance to us all.

Once again, thank you for the chance to comment. We look forward to reviewing the completed plan and environmental impact report as they become available.

Sincerely,


Konradt Bartlam
City Planner

KB/DC/jr:dc6-22

City Council

Carrey Nelson
Mayor

Wayne D. Wedin
Mayor Pro Tem

Clarice A. Blamer
Councilwoman

Ron Isles
Councilman

Gene Leyton
Councilman

Response to Comments for the City of Brea.

- 5-1. Comment noted. On page 47 of the EIR, it indicates that the development of the West Coyotes Hills oil fields will require an environmental impact report and the document will address mitigation measures to increase traffic flows within the area. The City will require as part of the EIR that regional impacts be considered.
- 5-2. Comment noted. The City recognizes the importance of cumulative effects of developments on the traffic system. All new developments will be assessed for traffic impacts as part of the required environmental assessment, including those impacts which increase existing levels of subregional mobility. The City shares the same concerns of regional impacts and appreciates the City of Brea's cooperative spirit.
- 5-3. A final copy of the EIR and General Plan will be forwarded to the City of Brea with our compliments.

CMS
LETTER 6



DEVELOPMENT SERVICES DEPARTMENT

303 WEST COMMONWEALTH AVENUE • FULLERTON, CALIFORNIA 92632

Telephone: (714) 738-6540

FAX: (714) 738-6758

July 13, 1990

Carlos Jaramillo
City of La Habra
201 East La Habra Boulevard
La Habra, CA 90631

Re: La Habra General Plan 2020
Draft Environmental Impact Report

Dear Carlos:

The City of Fullerton, Development Services Department has reviewed the Draft Environmental Impact Report (DEIR) for the project titled La Habra General Plan 2020. Fullerton Development Services Department wishes to provide the following comments:

1. In the City of Fullerton's letter dated April 9, 1990, responding to the Notice of Preparation for the La Habra General Plan 2020 DEIR, the City urged the City of La Habra to adopt Land Use Intensity Standards for all land uses as part of the City of La Habra's General Plan update. It was suggested that the land use intensity standards would then be used to model the traffic generation and subsequent analysis to determine if the transportation facilities available can accommodate the proposed development.

The letter stated that we were particularly concerned about those transportation facilities shared jointly by the cities of Fullerton and La Habra, particularly Harbor Boulevard, Euclid Street, Gilbert Street, and Imperial Highway. It is difficult to assess whether or not this analysis was conducted as part of the DEIR or as part of the overall General Plan study. Since repeated requests for copies of the draft General Plan have not been fulfilled, we assume that the analysis has not been conducted. Therefore, the assumptions made throughout the DEIR which claim insignificant impacts from traffic, particularly the claim made on page 44 "Without significant changes in land use, traffic volumes are not expected to increase greatly as a result of future developments in the City.", would appear to be not founded on fact.

2. On page 44 of the DEIR, a series of intersections are listed "near or over capacity". There are no references to any traffic studies conducted in order to arrive at the conclusions stated.

*****TRANSMITTAL*****MEMO

TO: Carlos Jaramillo

DEPT: City of La Habra FAX #: 213/905-9719

FROM: City of Fullerton PHONE: 714/738-6540

CO: Dev. Serv. Dept. FAX #: 714/738-6758

NO. OF PAGES 2

los Jaramillo

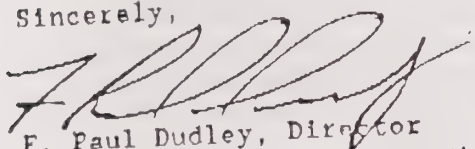
- 2 -

July 13, 1990

3. On page 55 of the DEIR, "Maintain the ridgeline at the southern boundary and integrate Fullerton's Specific Plan concept for a scenic road" is listed as one of the mitigation measures for development of West Coyote Hills. The City of Fullerton's review of proposed development plans for the Chevron oil fields in the Coyote Hills indicates plans which will not respect the ridgeline, nor fully integrate the scenic road proposed in City of Fullerton Coyote Hills West Master Specific Plan MSP-2A. 6-3

Thank you for the opportunity to comment on the DEIR for the City of La Habra General Plan 2020. If you have any questions regarding these comments, please contact Joel Rosen at 714/738-6554.

Sincerely,



F. Paul Dudley, Director
Development Services Department

ep

Response to Comments of the City of Fullerton

- 6-1. The City of Fullerton recommended that the City establish Land Use Intensity Standards for all land uses as part of the City's General Plan update. Within the Land Use component of the General Plan update, the City has established such standards for residential, commercial and industrial development areas. The utilization of this standard to determine traffic counts is just one of many methods to project traffic generation.

Government Code Section 65302(b) indicates that "(the general plan shall include) a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan." The element is required to describe existing transportation infrastructure and levels of service. The projection of increased traffic demands is an item to be addressed in a regional transportation element which the City will develop in the near future.

As indicated on Page 64, the City is currently 99.4% developed and, of the area remaining, the majority of the vacant sites are primarily along Beach Boulevard, Imperial Highway or La Habra Boulevard. Thus, the potential traffic impacts resulting from the development of these lots have been considered in previous environmental impact reports listed below:

1. Beach Boulevard Commercial Project SCH# 87062413
2. Travelodge La Habra Motel SCH# 88092811
3. La Habra Boulevard Specific Plan SCH# 87010708
4. The Delta One Redevelopment Project SCH# 87120219

Several copies of the Draft General Plan were made available for public review at the Orange County Public Library and at the City's Administration Building. No request was received for a copy of the Draft General Plan for comments to the Draft EIR. A complimentary Draft General Plan, however, was forwarded to the City of Fullerton's Planning Department to assist the staff in updating the City of Fullerton's General Plan.

- 6-2. The list of intersections which are operating at capacity or overcapacity on page 44 has been updated to indicate the following levels of service with reference to traffic studies as noted:

- Beach/Imperial @ ICU .91/LOS E *
- Imperial Highway/Harbor Boulevard @ ICU 1.01/LOS F *
- La Habra Boulevard/Harbor Boulevard @ ICU .99/LOS E **

- * Imperial Highway SuperStreet Study/Technical Memorandum No. 2-February 1990, Prepared by LSA/ASL Consultants.
- ** Level of Service Analysis on La Habra Boulevard-February 1989, Prepared by MGA Consultant.

6-3. The development of the West Coyote Hills oil fields will, require the submittal of precise development plans to the City for all necessary review and approvals along with the requirement of a Specific Plan. No precise plans for any development within this area have been submitted to the City for review.

VIII. ORGANIZATIONS AND PERSONS CONSULTED

VIII.

ORGANIZATIONS AND PERSONS CONSULTED

CITY OF LA HABRA -----

Planning Department

Kathy K. Kim, Director of Planning
Carlos Jaramillo, City Planner
Roy Ramsland Jr., Associate Planner
Robert Sun, Assistant Planner
Maria Garcia, Assistant Planner

Building and Safety Department

Richard Woods, Chief Building Official
Michael Lee, Senior Building Inspector

Community Services Department

Gregory Kind, Director of Community
Services

Engineering Department

Robert Buonodono, City Engineer
Nelson Wong, Traffic Engineer

Fire Department

Ben Wilkins, Fire Chief

Police Department

Ronald Meehan, Police Chief
Herb Johnson, Captain
John Rees, Captain

Public Services Department

James Harkins, Director Public Services
Elray Hanna, Manager Water Operations
Chris Aguilar, Parks

OTHER AGENCIES

Lowell Joint School District

Ronald T. Randolph

Southern California Gas Company

Bill Gliurs

Orange County Transit District

Linda Miller

California Department of Transportation Robert F. Joseph

Southern California Rapid Transit District Dana Woodbury

California Department of Water Resources Charles R. White

California Regional Water Quality Control Board Anne Knight

Southern California Association of Governments Philip Fernando

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IX. BIBLIOGRAPHY

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Economic Development Component. October 1987.

Environmental Management Plan. August 1972.

General Plan. September 1974.

Noise Element. December 1987.

Seismic Safety Element. December 1973.

Castaneda & Associates.

Draft Environmental Impact Report Alpha Four Redevelopment Plan. March 1989.

Claire Associates, Inc.

Redevelopment Plan Delta One Redevelopment Project.
May 1988.

County of Orange. Draft Transportation Element. September 1982.

Environmental Audit Incorporated. Draft Environmental Impact Report Travelodge, La Habra Motel. May 1989.

Gruen Associates, Economic Research Associates. La Habra Boulevard Specific Plan EIR. March 1988.

LSA Associates, Inc., ASL Consulting Engineers. Draft Imperial Highway Super Street Study. December 13, 1989.

Imperial Highway Super Street Study Technical Memorandum No. 2. February 1990.

MGA Consultant. Levels of Service Analysis on La Habra Boulevard. February 1989.

South Coast Air Quality Management District (SCAQMD), Southern California Association of Governments (SCAG). Air Quality Management Plan. March 1989.

Southern California Association of Governments (SCAG). Regional Growth Management Plan. February 1989.

Regional Mobility Plan. February 1989.

U.C. BERKELEY LIBRARY



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